



# Hongkong Daily Press

ESTABLISHED 1857

Registered as a Newspaper at the G. O. S. Post Office in the United Kingdom.

NEAR OR FAR  
IS THE SAME  
TO YOU  
WHEN YOU USE  
LAZARUS'  
BIFOCAL GLASSES.

No. 19,785.

號三十八百七千九萬一第 日一初月十年酉辛

HONGKONG, MONDAY, OCTOBER 31st, 1921.

一拜禮 號一廿月拾年拾國民華中

PRICE, \$3 PER MONTH.

## INTIMATIONS

### BOORD & SON

CORDIAL  
OLD TOM

FINEST  
DRY  
GIN

LONDON BOTTLED

SOLE AGENTS:

CALDBECK,  
MACGREGOR &  
CO., LTD.

15, QUEEN'S ROAD CENTRAL

Tel. No.

## CARTRIDGES!

NEWLY ARRIVED.

A large consignment of ELEY'S  
SPORTING CARTRIDGES, 12,  
16 and 20 bore, loaded with the Sportsman's  
favorite powders—E. C. and SMOKE-  
LESS DIAMOND.

THE HONGKONG SPORTING ARMS  
& AMMUNITION STORE,  
Nos. 5-6, Beaconsfield Arcade.

## A LING & CO.,

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HONGKONG.

### FURNITURE AND PHOTO GOODS STORE.

Glass Etching, Sign-Board and  
Mirror-Making.  
Canton Marble in Various Shades.  
Photographic Goods of Every Description  
in Stock.  
Developing, Printing and Enlarging  
Undertaken.  
Telephone 1219.

## FRENCH LESSONS

G. MOUSSION.

15, Morrison Hill Road.

## PEAK TRAMWAY CO. LIMITED.

### TIME-TABLE.

WEEK DAYS.  
7.00 a.m. to 8.00 a.m. every 15 minutes.  
8.00 " " " " " 10 " "  
9.30 " " " " " 15 " "  
11.30 " " " " " 15 " "  
12.30 p.m. to 2.30 p.m. every 15 minutes.  
2.30 " " " " " 10 " "  
2.30 " " " " " 15 " "  
4.00 " " " " " 10 " "

NIGHT CARS.  
8.50 p.m., 9.00 p.m., 9.20 p.m.  
+30 p.m. to 11.30 p.m. every 30 minutes  
11.45 p.m.

SATURDAY.  
Extra Car—12 midnight.

SUNDAY.  
7.30 a.m.  
8.00 a.m. to 10.30 a.m. every 15 minutes.  
10.30 " " " " " 10 " "  
11.30 " " " " " 15 " "  
12.00 noon to 1.00 p.m. every 15 minutes.  
1.00 p.m. to 2.00 p.m. every 15 minutes.  
2.00 " " " " " 15 " "  
2.30 " " " " " 10 " "  
4.00 " " " " " 10 " "

NIGHT CARS.  
As on Week Days.

SPECIAL CARS by arrangement at  
the Company's Office, Alexandra Buildings,  
Des Voeux Road.  
Season and punch tickets available for  
all cars, but already full, running at the  
time stated in the Company's time-table,  
but not for special cars, can be obtained on  
application at the Company's Office. No  
Season ticket will be issued until payment  
thereof has been made in Bank Note or  
by Cheque or Compost Order represent-  
ing Bank Note.

## KOWLOON-CANTON RAILWAY

### TIME-TABLE.

On and after FRIDAY, SEPTEMBER 16th, 1921, until further Notice  
(All previous Time Tables cancelled.)

### DOWN TRAINS

Stations		No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24	No. 25	No. 26	No. 27	No. 28	No. 29	No. 30	No. 31	No. 32	No. 33	No. 34	No. 35	No. 36	No. 37	No. 38	No. 39	No. 40	No. 41	No. 42	No. 43	No. 44	No. 45	No. 46	No. 47	No. 48	No. 49	No. 50	No. 51	No. 52	No. 53	No. 54	No. 55	No. 56	No. 57	No. 58	No. 59	No. 60	No. 61	No. 62	No. 63	No. 64	No. 65	No. 66	No. 67	No. 68	No. 69	No. 70	No. 71	No. 72	No. 73	No. 74	No. 75	No. 76	No. 77	No. 78	No. 79	No. 80	No. 81	No. 82	No. 83	No. 84	No. 85	No. 86	No. 87	No. 88	No. 89	No. 90	No. 91	No. 92	No. 93	No. 94	No. 95	No. 96	No. 97	No. 98	No. 99	No. 100	No. 101	No. 102	No. 103	No. 104	No. 105	No. 106	No. 107	No. 108	No. 109	No. 110	No. 111	No. 112	No. 113	No. 114	No. 115	No. 116	No. 117	No. 118	No. 119	No. 120	No. 121	No. 122	No. 123	No. 124	No. 125	No. 126	No. 127	No. 128	No. 129	No. 130	No. 131	No. 132	No. 133	No. 134	No. 135	No. 136	No. 137	No. 138	No. 139	No. 140	No. 141	No. 142	No. 143	No. 144	No. 145	No. 146	No. 147	No. 148	No. 149	No. 150	No. 151	No. 152	No. 153	No. 154	No. 155	No. 156	No. 157	No. 158	No. 159	No. 160	No. 161	No. 162	No. 163	No. 164	No. 165	No. 166	No. 167	No. 168	No. 169	No. 170	No. 171	No. 172	No. 173	No. 174	No. 175	No. 176	No. 177	No. 178	No. 179	No. 180	No. 181	No. 182	No. 183	No. 184	No. 185	No. 186	No. 187	No. 188	No. 189	No. 190	No. 191	No. 192	No. 193	No. 194	No. 195	No. 196	No. 197	No. 198	No. 199	No. 200	No. 201	No. 202	No. 203	No. 204	No. 205	No. 206	No. 207	No. 208	No. 209	No. 210	No. 211	No. 212	No. 213	No. 214	No. 215	No. 216	No. 217	No. 218	No. 219	No. 220	No. 221	No. 222	No. 223	No. 224	No. 225	No. 226	No. 227	No. 228	No. 229	No. 230	No. 231	No. 232	No. 233	No. 234	No. 235	No. 236	No. 237	No. 238	No. 239	No. 240	No. 241	No. 242	No. 243	No. 244	No. 245	No. 246	No. 247	No. 248	No. 249	No. 250	No. 251	No. 252	No. 253	No. 254	No. 255	No. 256	No. 257	No. 258	No. 259	No. 260	No. 261	No. 262	No. 263	No. 264	No. 265	No. 266	No. 267	No. 268	No. 269	No. 270	No. 271	No. 272	No. 273	No. 274	No. 275	No. 276	No. 277	No. 278	No. 279	No. 280	No. 281	No. 282	No. 283	No. 284	No. 285	No. 286	No. 287	No. 288	No. 289	No. 290	No. 291	No. 292	No. 293	No. 294	No. 295	No. 296	No. 297	No. 298	No. 299	No. 300	No. 301	No. 302	No. 303	No. 304	No. 305	No. 306	No. 307	No. 308	No. 309	No. 310	No. 311	No. 312	No. 313	No. 314	No. 315	No. 316	No. 317	No. 318	No. 319	No. 320	No. 321	No. 322	No. 323	No. 324	No. 325	No. 326	No. 327	No. 328	No. 329	No. 330	No. 331	No. 332	No. 333	No. 334	No. 335	No. 336	No. 337	No. 338	No. 339	No. 340	No. 341	No. 342	No. 343	No. 344	No. 345	No. 346	No. 347	No. 348	No. 349	No. 350	No. 351	No. 352	No. 353	No. 354	No. 355	No. 356	No. 357	No. 358	No. 359	No. 360	No. 361	No. 362	No. 363	No. 364	No. 365	No. 366	No. 367	No. 368	No. 369	No. 370	No. 371	No. 372	No. 373	No. 374	No. 375	No. 376	No. 377	No. 378	No. 379	No. 380	No. 381	No. 382	No. 383	No. 384	No. 385	No. 386	No. 387	No. 388	No. 389	No. 390	No. 391	No. 392	No. 393	No. 394	No. 395	No. 396	No. 397	No. 398	No. 399	No. 400	No. 401	No. 402	No. 403	No. 404	No. 405	No. 406	No. 407	No. 408	No. 409	No. 410	No. 411	No. 412	No. 413	No. 414	No. 415	No. 416	No. 417	No. 418	No. 419	No. 420	No. 421	No. 422	No. 423	No. 424	No. 425	No. 426	No. 427	No. 428	No. 429	No. 430	No. 431	No. 432	No. 433	No. 434	No. 435	No. 436	No. 437	No. 438	No. 439	No. 440	No. 441	No. 442	No. 443	No. 444	No. 445	No. 446	No. 447	No. 448	No. 449	No. 450	No. 451	No. 452	No. 453	No. 454	No. 455	No. 456	No. 457	No. 458	No. 459	No. 460	No. 461	No. 462	No. 463	No. 464	No. 465	No. 466	No. 467	No. 468	No. 469	No. 470	No. 471	No. 472	No. 473	No. 474	No. 475	No. 476	No. 477	No. 478	No. 479	No. 480	No. 481	No. 482	No. 483	No. 484	No. 485	No. 486	No. 487	No. 488	No. 489	No. 490	No. 491	No. 492	No. 493	No. 494	No. 495	No. 496	No. 497	No. 498	No. 499	No. 500	No. 501	No. 502	No. 503	No. 504	No. 505	No. 506	No. 507	No. 508	No. 509	No. 510	No. 511	No. 512	No. 513	No. 514	No. 515	No. 516	No. 517	No. 518	No. 519	No. 520	No. 521	No. 522	No. 523	No. 524	No. 525	No. 526	No. 527	No. 528	No. 529	No. 530	No. 531	No. 532	No. 533	No. 534	No. 535	No. 536	No. 537	No. 538	No. 539	No. 540	No. 541	No. 542	No. 543	No. 544	No. 545	No. 546	No. 547	No. 548	No. 549	No. 550	No. 551	No. 552	No. 553	No. 554	No. 555	No. 556	No. 557	No. 558	No. 559	No. 560	No. 561	No. 562	No. 563	No. 564	No. 565	No. 566	No. 567	No. 568	No. 569	No. 570	No. 571	No. 572	No. 573	No. 574	No. 575	No. 576	No. 577	No. 578	No. 579	No. 580	No. 581	No. 582	No. 583	No. 584	No. 585	No. 586	No. 587	No. 588	No. 589	No. 590	No. 591	No. 592	No. 593	No. 594	No. 595	No. 596	No. 597	No. 598	No. 599	No. 600	No. 601	No. 602	No. 603	No. 604	No. 605	No. 606	No. 607	No. 608	No. 609	No. 610	No. 611	No. 612	No. 613	No. 614	No. 615	No. 616	No. 617	No. 618	No. 619	No. 620	No. 621	No. 622	No. 623	No. 624	No. 625	No. 626	No. 627	No. 628	No. 629	No. 630	No. 631	No. 632	No. 633	No. 634	No. 635	No. 636	No. 637	No. 638	No. 639	No. 640	No. 641	No. 642	No. 643	No. 644	No. 645	No. 646	No. 647	No. 648	No. 649	No. 650	No. 651	No. 652	No. 653	No. 654	No. 655	No. 656	No. 657	No. 658	No. 659	No. 660	No. 661	No. 662	No. 663	No. 664	No. 665	No. 666	No. 667	No. 668	No. 669	No. 670	No. 671	No. 672	No. 673	No. 674	No. 675	No. 676	No. 677	No. 678	No. 679	No. 680	No. 681	No. 682	No. 683	No. 684	No. 685	No. 686	No. 687	No. 688	No. 689	No. 690	No. 691	No. 692	No. 693	No. 694	No. 695	No. 696	No. 697	No. 698	No. 699	No. 700	No. 701	No. 702	No. 703	No. 704	No. 705	No. 706	No. 707	No. 708	No. 709	No. 710	No. 711	No. 712	No. 713	No. 714	No. 715	No. 716	No. 717	No. 718	No. 719	No. 720	No. 721	No. 722	No. 723	No. 724	No. 725	No. 726	No. 727	No. 728	No. 729	No. 730	No. 731	No. 732	No. 733	No. 734	No. 735	No. 736	No. 737	No. 738	No. 739	No. 740	No. 741	No. 742	No. 743	No. 744	No. 745	No. 746	No. 747	No. 748	No. 749	No. 750	No. 751	No. 752	No. 753	No. 754	No. 755	No. 756	No. 757	No. 758	No. 759	No. 760	No. 761	No. 762	No. 763	No. 764	No. 765	No. 766	No. 767	No. 768	No. 769	No. 770	No. 771	No. 772	No. 773	No. 774	No. 775	No. 776	No. 777	No. 778	No. 779	No. 780	No. 781	No. 782	No. 783	No. 784	No. 785	No. 786	No. 787	No. 788	No. 789	No. 790	No. 791	No. 792	No. 793	No. 794	No. 795	No. 796	No. 797	No. 798	No. 799	No. 800	No. 801	No. 802	No. 803	No. 804	No. 805	No. 806	No. 807	No. 808	No. 809	No. 810	No. 811	No. 812	No. 813	No. 814	No. 815	No. 816	No. 817	No. 818	No. 819	No. 820	No. 821	No. 822	No. 823	No. 824	No. 825	No. 826	No. 827	No. 828	No. 829	No. 830	No. 831	No. 832	No. 833	No. 834	No. 835	No. 836	No. 837	No. 838	No. 839	No. 840	No. 841	No. 842	No. 843	No. 844	No. 845	No. 846	No. 847	No. 848	No. 849	No. 850	No. 851	No. 852	No. 853	No. 854	No. 855	No. 856	No. 857	No. 858	No. 859	No. 860	No. 861	No. 862	No. 863	No. 864	No. 865	No. 866	No. 867	No. 868	No. 869	No. 870	No. 871	No. 872	No. 873	No. 874	No. 875	No. 876	No. 877	No. 878	No. 879	No. 880	No. 881	No. 882	No. 883	No. 884	No. 885	No. 886	No. 887	No. 888	No. 889	No. 890	No. 891	No. 892	No. 893	No. 894	No. 895	No. 896	No. 897	No. 898	No. 899	No. 900	No. 901	No. 902	No. 903	No. 904	No. 905	No. 906	No. 907	No. 908	No. 909	No. 910	No. 911	No. 912	No. 913	No. 914	No. 915	No. 916	No. 917	No. 918	No. 919	No. 920	No. 921	No. 922	No. 923	No. 924	No. 925	No. 926	No. 927	No. 928	No. 929	No. 930	No. 931	No. 932	No. 933	No. 934	No. 935	No. 936	No. 937	No. 938	No. 939	No. 940	No. 941	No. 942	No. 943	No. 944	No. 945	No. 946	No. 947	No. 948	No. 949	No. 950	No. 951	No. 952	No. 953	No. 954	No. 955	No. 956	No. 957	No. 958	No. 959	No. 960	No. 961	No. 962	No. 963	No. 964	No. 965	No. 966	No. 967	No. 968	No. 969	No. 970	No. 971	No. 972	No. 973	No. 974	No. 975	No. 976	No. 977	No. 978	No. 979	No. 980	No. 981	No. 982	No. 983	No. 984	No. 985	No. 986	No. 987	No. 988	No. 989	No. 990	No. 991	No. 992	No. 993	No. 994	No. 995	No. 996	No. 997	No. 998	No. 999	No. 1000	No. 1001	No. 1002	No. 1003	No. 1004	No. 1005	No. 1006	No. 1007	No. 1008	No. 1009	No. 1010	No. 1011	No. 1012	No. 1013	No. 1014	No. 1015
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shares in the Hongkong and Shanghai Bank. (Applause.) It showed their confidence in the Bank; incidentally they got a better return—(laughter and applause.) The Bank had increased the good friendship of China for Britain and other countries. It had set a good example of commercial enterprise to the Chinese. When the Bank was started there were no Chinese banks to speak of, only small local banks but nothing to compare with the large banks now in existence. The Bank had taught the Chinese how to establish banks and to carry them on in a good business-like way. "I notice that the number of banks started in Hongkong is increasing. Our students who have been educated in England, America, and other countries have become directors and managers of these banks. The Hongkong and Shanghai Bank has done great service to China in giving us this object lesson."

Dr. WU TING-FANG concluded with an allusion to the political situation in China. "He said:—Previous speakers have expressed a wish to see China united. Nothing would please us more than to see our country united, but it is important to remember this fact,—we want China to be united in a proper way and to be governed in a proper way—(applause)—to have honest government, clean government and to away with militarism. (Applause.) They talk about North and South. To our thinking, there is no North and South. In this Government we have Northern people, just as many as we have Cantonese, and they all wish China to be united in a proper and honest way.—(Hear, hear and applause.) But it is no use to have a patched-up peace. We have had that before. Ten years ago, when the Manchu dynasty was overthrown, we were called upon to make peace at all costs. And see what the consequences have been! We placed power in incompetent hands and they have brought us into this deplorable condition. Now we have achieved experience in this matter and have already supporters from other provinces. We are tired of friction, but first of all let us have a sound foundation for good Government. If we have that we will give everything to have peace and to see China united. I see at this Bank,—this great institution,—offices in different parts of the country—Hongkong, Canton, Shanghai, various other ports, and even in King. I believe that this Bank is a bank. It has no political views. All it is to do business. I hope China take a lesson from this bank, start from Canton as its centre and draw other provinces together and be united. This Bank may be the link doing good to China and we hope our Government, here, will be a link and be the means of reuniting China.—(Applause.)"

#### CHIEF MANAGER'S ADDRESS.

THE CHIEF MANAGER (the Hon. Mr. STEPHEN) asked the assembly to drink the prosperity of Canton and of the Chinese. He would like, first, to return to Mr. Wu's warmest thanks for very statesmanlike speech and very all references to the Bank. "If the bank,—which has no politics,—added Stephen, 'can be of any service to China in passing through the unhappy vicissitudes that exist at present we, the bank direct, and management, will consider that we can fulfil no higher or other purpose.—(applause). You will see in opinion of what Canton is likely to develop into from the size of this building. Our charter, I believe, expires in about six years' time and if Canton develops as I hope it will, we may have to consider adopting Dr. Wu's suggestion to change our name to include the name Canton.—(Applause.) I hope, now we have this accommodation available, that we shall do a large and ever-increasing business with the Canton merchants. I wish all success to the Chinese banks that have established themselves of recent years. I hope they will prosper and become more powerful. The more financial facilities there are for China trade the more business ultimately reaches the Hongkong and Shanghai Bank. The Canton merchants have been famous through the centuries for their spirit of adventure,—it was they who opened up Chinese trade with the islands of the sea and parts of Asia, even as far as the Persian Gulf. Mr. Stephen concluded by expressing the hope that the Cantonese, in developing the city on modern lines, as they were doing, would not lose sight of the interesting historic monuments—for which the city was justly famous—were allowed to suffer.—(Applause.)"

The toast having been honoured, Mr. E. A. STANTON (Messrs. Deacon & Co.) expressed the thanks of the guests to the Directors for the invitation to be present at the ceremony and for their hospitality. Mr. Stanton mentioned that he had a very strong link with the Bank because the firm he represented were the local agents of the Bank for many years,—long before a local branch existed in Canton.

Tiffin was served in the residential quarters above the Bank when the following were present:—Mr. and Mrs. G. T. Edkins, Mr. J. W. Jamieson, H.E. Dr. Wu Ting-fang, the Hon. Mr. A. G. Stephen, Mr. and Mrs. A. O. Lang, Mr. and Mrs. G. M. Dodwell, Mr. and Mrs. Patten, Mr. D. G. M. Bernard, Mrs. C. H. Ross, Mr. H. P. White, Hon. Mr. H. W. Bird, Mr. and Mrs. Forbes, Mr. C. O. Wu, Mr. Wong Kuan, Superintendent of Customs, Mr. Liab Cheung Hoi, Mr. Chinn Lim-pak, and Capt. Cloete.

#### AN INTERVIEW WITH DR. WU TING-FANG.

##### WHICH GOVERNMENT SHOULD THE POWERS RECOGNISE?

##### REPORT OF AN AMERICAN LOAN TO CANTON DENIED.

##### RELATIONS BETWEEN HONGKONG AND CANTON.

While in Canton, on Saturday, on business which other columns of this journal reveal (writes a representative of the *Hongkong Daily Press*) I motored to the outskirts of the city, to the Ministry for Foreign Affairs, to have a chat with the venerable Dr. Wu Ting-fang on some aspects of the present political situation. The way was by one of the new motor roads that have taken the place of the city walls and will, when connecting streets have been cut through, revolutionise Canton's transit facilities. The people, unaccustomed, as yet, to sharing the road with any traffic moving faster than five miles an hour treat motor-cars with suicidal disregard but the Fates were kind and the journey there and back was made without fatality and only about six "narrow shaves." From the Bund the road went west, then north, then east, then north again; in other words, three sides of a square had to be traversed before the other side of the city could be reached and the forward journey began. Between the Shamshui and the big building of the Sun Company, however, a cut has been made right through, and thousands of houses have been demolished, in order to provide a connecting artery. But it will be some time before motor cars will be able to make that short cut. Chinese soldiers guarded the entrances to the Ministry of Foreign Affairs; one noted with sympathy that even after mounting guard the soldiers continue to wear full puke. The place is unpretentious, consisting of two-story, colour-washed buildings arranged about a grass-covered square and duplicated, beyond, about another square. Set down in any country district in England the buildings would pass for an institution administered by the Guardians.

The Minister had not yet returned from the Shamshui, where he had been taking part in the opening of the new office of the Hongkong and Shanghai Bank. We were shown into a reception room, an apartment with painted walls, tiled floor, windows like those of a country chapel only that they were draped with lace curtains, and furnished with leather chairs of the Victorian style. The room provided (in addition to the inevitable cup of tea brought by a servant) food for meditation upon the influence of the enterprising trader of the mid-nineteenth century in determining the lines upon which the westernisation of China would proceed. The sea-captain's parlour in Portsmouth or Poole set the fashion of this apartment in far-off Canton—a quaint tribute to the pervasiveness of British influence.

These reflections were cut short by the sound of footsteps and Dr. Wu Ting-fang entered briskly, bearing his eighty years lightly and apparently still unwarmed after the labours of the day. Dr. Wu scorns ease and comfort; we sat on hard chairs at the table which was covered by a red plush table cloth.

We inquired as to the extent of the support that the Canton Government is receiving. Dr. Wu replied that there were seven contributories, namely, Kwangsi, Kwangtung, Yunnan, Kweichow, Szechuen, Hunan, Shensi. "Those are under our jurisdiction," he said. "Others are in heart with us, but they do not say so openly just yet. Others are what you call it?—sitting on the fence."

In the course of further conversation we gathered that, in Dr. Wu's opinion, this latter class would be brought down on the Canton side of the fence if Foreign Powers would cease to recognise Peking. That was evidently the dominating thought in his mind; he returned to it more than once. He condemned the Peking Government as "a republican government in name, but really an absolute monarchy, dominated by military leaders." To the very atmosphere of Peking Dr. Wu attributed an "occult influence" making for conservatism, retrogression, and *laissez faire*. "I found myself affected by it," added Dr. Wu, smiling. "When I first went there about 1903, as Vice-Minister of the Foreign Office, whenever I had audiences with the Emperor I advocated reforms, but gradually I became infected with the spirit of the place and caught myself saying 'Wait, wait!', when reforms were urged."

Dr. Sun's expedition next came up for discussion. The Foreign Minister seemed a little reticent about this, but he said Dr. Sun had not gone on a military expedition having Peking for its objective, but on a mission to Kwangsi to consolidate the support for his Government.

"Is an attack on Peking contemplated?" we asked. "Don't you think a military subjugation of Peking will be necessary before you will convince all the Powers to withdraw recognition?" Dr. Wu reverted to what he had said about recognition by the Powers. To the question as to necessity of a war, he said "No," and added, "If foreign recognition is withdrawn from Peking it will go to pieces. It exists only on foreign recognition."

We next questioned Dr. Wu about a *Rev. Mr. message*, published in these columns a few days ago, stating that, at a secret session, Dr. Sun informed the Canton Assembly that a loan had been made with American interests and a bigger loan was being arranged in the same quarter.

here did that news come from?" inquired Dr. Wu.

"From Peking," we replied.

(Continued at foot of next column.)

#### SPORT.

##### CRICKET.

##### KOWLOON C.C. v. HONGKONG C.C.

The match between Kowloon C.C. and Hongkong C.C. played at King's Park, on Saturday, resulted as follows:—

KOWLOON C.C.				
C. I. Stapleton, b. Pearce, b. Hamilton	8	0	31	1
A. G. Macdonald, b. Lammert	37	0	30	2
F. E. Thompson, b. Farthing	3	0	24	0
E. L. Bragg, c. Benson, b. Lammert	12	0	12	0
Capt. Spinks, run out	1	0	1	0
J. Stalker, c. Benson, b. Farthing	1	0	1	0
J. P. Robinson, b. Webster	0	0	0	0
C. Danco, b. Webster	1	0	1	0
S. T. Jones, not out	1	0	1	0
B. D. Evans, run out	1	0	1	0
R. Baston, not out	1	0	1	0

Extras ..... 12

Total (for 9 wickets).....119

##### Bowling Analysis.

	O.	M.	R.	W.
--	----	----	----	----

E. W. Hamilton	8	0	31	1
F. H. Farthing	11	0	30	2
F. N. Young	7	4	24	0
E. G. Lammert	8	3	10	2
A. E. A. Webster	5	2	12	2

##### HONGKONG C.C.

E. J. R. Mitchell, h.w., b. Macdonald	40	0	29	1
T. Pearce, st. Danco, b. Stalker	10	0	29	1
E. G. Lammert, c. and b. Evans	10	0	29	1
Brig. Gen. McNaghen, b. Stalker	9	0	29	1
A. E. A. Webster, not out	22	0	29	1
H. H. Benson, l.b.w., b. Macdonald	0	0	29	1
M. M. Watson, run out	0	0	29	1
A. B. Raworth, st. Danco, b. Spinks	8	0	29	1
F. H. Farthing, not out	5	0	29	1

Extras ..... 7

Total .....110

##### Bowling Analysis.

	O.	M.	R.	W.
--	----	----	----	----

B. D. Evans	8	0	29	1
J. Stalker	9	1	29	1
S. T. Jones	2	0	10	0
Capt. Spinks	4	0	12	1
A. G. Macdonald	4	0	23	2

##### KOWLOON C.C. v. HONGKONG C.C.

A match between Kowloon C.C. and Hongkong C.C. was played on the Hongkong ground, on Saturday. Scores:—

KOWLOON C.C.				
D. Reid, b. Drake	1	0	29	1
A. S. Excell, b. Overy	8	0	29	1
F. C. Miller, c. and b. Overy	0	0	29	1
W. Fraser, b. Drake	29	0	29	1
H. H. Day, l.b.w., b. Lawrence	16	0	29	1
L. O. McNicoll, c. Hodge, b. Lawrence	24	0	29	1
M. C. Sandberg, b. Brown	32	0	29	1
D. H. Cobb, c. Lawrence, b. Brown	15	0	29	1
D. M. Dorking, b. Brown	15	0	29	1
J. R. Way, b. Brown	4	0	29	1
G. W. Sewall, not out	5	0	29	1

Extras ..... 5

Total .....137

##### Bowling Analysis.

	O.	M.	R.	W.
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Drake	7	0	46	2
Overy	8	0	28	2
Shenton	3	0	18	2
Lawrence	7	2	33	2
Brown	6.2	1	10	4

##### KOWLOON C.C.

E. W. Alderson, b. Dorking	11	0	29	1
D. O'Farrell, c. and b. Reid	20	0	29	1
F. E. Lawrence, not out	104	0	29	1
E. J. Edwards, c. Sewell, b. Reid	9	0	29	1
H. Overy, c. Fraser, b. McNicoll	0	0	29	1
L. E. S. Hodge, c. Sewell, b. Sandberg	0	0	29	1
F. G. Hedridge, c. Excell, b. Sandberg	0	0	29	1
L. S. Bates, c. Cobb, b. Day	3	0	29	1
A. G. Pile, c. Sewell, b. Day	1	0	29	1
W. S. Drake, not out	5	0	29	1
W. I. Shenton	0	0	29	1

Extras ..... 17

Total .....182

##### Bowling Analysis.

	O.	M.	R.	W.
--	----	----	----	----

Dark's	8	0	25	1
Reid	9	0	46	2
Cobb	4	0	22	2
M. Nicoll	3	0	19	0
W. S. Drake	4	0	29	1
Sandberg	5	0	10	2

Extras ..... 17

Total .....182

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W. S. Drake	4	0	29	1
Sandberg	5	0	10	2

Extras ..... 17

Total .....182

#### FOOTBALL.

##### RESULTS OF SATURDAY'S GAMES.

##### HONGKONG LEAGUE.

##### Division 1.

Kowloon, 1; Hongkong Club, 0.	2; Wiltshires, 3; R.G.A., 2.
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H.M.S. Curlew, 4; H.M.S. Ambrose, 2.	H.M.S. Tamar, 2; Police, 0.
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##### Division 11.

University, 2; Club Reserves, 0.	Kowloon Reserves, 1; 22nd Punjab, 1.
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Wilt. Reserves, 6; St. Joseph's, 0.	United, 3; S.C.A. "B", 0.
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Curlew Reserves, 3; R.G.A. Reserves, 2.

##### KOWLOON v. CLUB.

Kowloon were late in appearing on the ground for this match and when the Club started it was ten minutes to five.

The game was well contested throughout and, on the whole, was in favour of the Club. Kowloon are to be congratulated on the dashing display which prevented the Club from settling down. Weyman worked hard in the middle line and was well supported by Coupland and McKelvie. Morrison and Oswick, although not brilliant, did good work and their rushing tactics broke up the Club attack. The forwards swung the ball about and played better combination than the Club. Coombes showed up to advantage for he was left unmarked on several occasions. Townsend kept his men well supplied and in the closing minutes assisted the defence to keep the Club out. The outstanding player of the match was Eve in the Kowloon goal who saved his side from defeat.

The Club on their play as a team were disappointing. Individually there were occasional spurts but the hustling of the Kowloon defence broke up what little combination there was. Begg and Kuhr at times combined but there appeared a misunderstanding between them. England did not play his usual game, while Barron was slow. Rodger had plenty to do but was not too accurate in feeding his front line. McPhail was always at hand and gave Begg several openings. Forsyth was up assisting the forwards and left Coombes a clear field. Raitton and Gerrard were not so sound as usual, and Rodger made the one mistake which lost the Club the match.

The whistle sound for time leaving Kowloon winners of a hard game by the only goal scored. Mr. Jones was the referee.

The teams were:—

Club.—G. Rodger, Gerrard and Raitton; Forsyth, J. Rodger, and McPhail; Barron, Telfer, Begg, Kuhr, and England.

Kowloon.—Eve; Morrison and Oswick; Coupland, Weyman and McKelvie; Millard, Pascoe, Townsend, Duncan and Coombes.

##### WILTSHIRES v. R.G.A.



## NEW ADVERTISEMENTS

## NOTICE

IN celebration of H.I.M.'s BIRTHDAY a Reception will be held at the Japanese Consul General's residence, 74, Conduit Road, TO-DAY, the 31st instant at 4 P.M. All friends of Japan will cordially be welcomed. [1678]

## HONGKONG GENERAL CHAMBER OF COMMERCE

A GENERAL MEETING of Members will be held on FRIDAY, the 4th November, at 12.30 P.M. in the CHAMBER ROOM, Chartered Bank Buildings, 3 Queen's Road Central, for the purpose of nominating a Representative of the Chamber to serve on the Legislative Council during the absence from the Colony of the Hon. Mr. P. H. HOLYOAK. Notice in writing of the names of candidates and of their proposer and seconders to be lodged with the Secretary at least 48 hours before the time appointed for the holding of the General Meeting. By Order, E. A. M. WILLIAMS, Secretary. [1679]

Hongkong, October 29th 1931.

## JUST WHAT YOU WANT!

OUR "SPECIAL SCOTCH WHISKY" has a reputation second to none, and furthermore the price is reasonable.

A consignment has just arrived. Why not try a bottle? And when you do, try our BRANDIES and PORT: we have brands to suit all tastes.

Obtainable at all Stores, or direct from the Agents—CARTERS, 17, Queen's Road Central. (T.L. No. 3549)

PINDLATER, MACKIE TODD & Co. [1680]

## NIPPON YUSEN KAISHA

## NOTICE TO CONSIGNEES.

## FROM EUROPE AND STRAITS.

THE Company's Steamship "KAGA MARU" having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary, before Noon, To-day.

Goods not cleared by 4th Nov. 1931, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co's representatives at an appointed hour on Tuesday and Friday. All claims must be presented within ten days of the arrival here, after which time they cannot be recognized. No claims will be admitted after the Goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents. [1681]

Hongkong, 29th October, 1931.

## STROTHERS &amp; DIXON, (INC.)

## NOTICE TO CONSIGNEES.

## S.S. "APUS"

## FROM SAN FRANCISCO &amp; LOS ANGELES.

## THE Steamship

## "APUS"

having arrived from San Francisco and Los Angeles via ports, on Oct. 30th, 1931, Consignees are hereby notified that their Cargo is being landed at their risk into the Godowns at Pindler's Wharf, Kowloon, and stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before delivery will be issued.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 A.M. on Nov. 4th, 1931, by the Company's Surveyors, Messrs. Carmichael & Clarke.

All Claims must be presented within ten days of the arrival here, after which time they cannot be recognized. No claims will be admitted after the Goods have left the Godowns, and Cargo undelivered on and after Nov. 5th, 1931, will be subject to rent.

No fire insurance whatever will be effected. Consignees are requested to send in their Bills of Lading in exchange for Delivery Orders immediately.

STROTHERS & DIXON, INC., Agents for U.S.S.R. Emergency Fleet Corp. [1682]

Hongkong, 30th October 1931.

## THE BRITISH LEGION

## CABARET DANCE.

To be held at the CITY HALL on FRIDAY, Nov. 4th 1931 at 9.15 P.M.

## TICKETS may now be taken up by members who have applied for same, at Messrs KELLY &amp; WALSH, where a plan of the tables may be seen. Members may reserve seats or tables on taking up tickets. As the accommodation is filling up rapidly, members still desirous of attending are requested to send their names and the names of their guests to the Ticketing Committee, as soon as possible. Dances—Members will wear short black coats. [1673]

## KOWLOON-CANTON RAILWAY.

## (British Section.)

TENDERS for the supply of LIQUORS and REFRESHMENTS at the Terminal Stations at Tai Sha Tan and Kowloon and on all Trains on the above Railway.

THIS HEREBY NOTIFIED THAT SEALED TENDERS which should be clearly marked "TENDER FOR THE SALE OF REFRESHMENTS AND LIQUORS ON THE KOWLOON-CANTON RAILWAY" will be received at the Head Office of the British Section at Kowloon, and at the Office of the Managing Director at Tai Sha Tan until Noon on SATURDAY, NOVEMBER 4th.

Forms of Tender and full particulars may be obtained at the Head Office of the British Section at Kowloon, or at the Head Office of the Chinese Section at Tai Sha Tan. The Railway does not bind itself to accept the highest or any tender.

H. P. WINSLOW, WEN TEE CHANG, Managing Director, Chinese Section, British Section, [1674]

Hongkong 28th October, 1931.

## INTIMATIONS

## HONGKONG HOTEL CO., LTD.

NOTICE IS HEREBY GIVEN that with reference to the Special Resolution passed and confirmed at Extraordinary General Meetings of the above Company held on 13th, and 31st days of August, 1931, regarding the division of the above Company's Share Capital from shares of the denomination of \$50 each into shares of the denomination of \$10 each, NEW CERTIFICATES relating to the above are now ready and can be obtained in exchange for the written acknowledgments already issued in respect of the old scrip, upon application to the undersigned at the Company's Registered Office in the Hongkong Hotel, Pedder Street, Victoria, Hongkong. HONGKONG HOTEL CO., LTD., H. N. BEAUREPAIRE, Secretary. [1653]

## HONGKONG HOTEL COMPANY, LIMITED.

THE BONUS of \$1,000,000 authorized by the Special Resolutions of the above Company passed and confirmed on the 13th and 31st days of August, 1931, respectively will be distributed to those persons who are registered as the issued shares of the Company. Such Bonus will, pursuant to the Agreement which the Board of Directors of the Company has been authorized to enter into, be satisfied by the allotment out of the unissued capital of the Company to the above persons of one new share of \$10 credited as fully paid up. The TRANSFER BOOKS of the Company will be CLOSED from the 12th NOVEMBER, 1931, to the 12th NOVEMBER, 1931 both days inclusive. By Order of the Board, H. N. BEAUREPAIRE, Secretary. [1659]

Dated the 28th October, 1931.

## KOMOR &amp; KOMOR

## ART AND CURIO EXPERTS

BEGET to inform their Customers that the Sale at their RETAIL CURIO STORE WILL BE CLOSED at 5 P.M. on SATURDAY, the 31st of NOVEMBER, 1931, and thank their many patrons for their support and good-will during more than half a century's business in the Colony.

For the Last Week of the Sale the Store will be open every day until 6 P.M. KOMOR & KOMOR, Alexandra Buildings. [1671]

G. B. [1671]

## SALE OF OLD ARMY CLOTHING.

TENDERS are invited for the purchase of all old Army Clothing for the period ending 31st March, 1932.

Forms of tender will be issued on application to the Chief Ordnance Officer, R.A.O.C. Depot, Samples of Clothing to be sold will be on view at the R.A.O.C. Depot, Queen's Road East, and tenders must reach the Ordnance Office at the above address not later than 12 noon on 15th November, 1931. [1680]

## PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for: BROWN, C. K., L. M., L. N., L. R., L. U., L. W., M. A., M. K., M. Z., N. B., A.

POSITION as BOOK-KEEPER by an experienced man. Understands all phases of Book-keeping & Double Account System. Possesses a good knowledge of stenography, typewriting. Willing to work in Hongkong or outside—Apply to Box No. NN, c/o Daily Press Office. [1684]

## WANTED—FOREIGNER.

MECHANICAL-ENGINEER and TECHNICIAN, good draughtsman, and knowledge of calculation for iron and reinforced concrete work. SEERS POSITION. Also able to take charge as supervisor. Good ref.—Apply Box No. [1633]

## TO LET.

GODOWN at Yau-mai. For particulars apply to THE HONGKONG LAND RECLAMATION CO., LTD. [1645]

## TO LET.

GODOWN at San Shui Po near Commemorative Dock. Large open compound in front suitable for the storage of Metal, Lumber, Ore, etc. Marine Lot; approach either from land or water side. For particulars apply to W. G. HUMPHREYS & CO. [1624]

## TO LET.

ONE OFFICE in No. 4, Queen's Road Central to be let. For particulars apply to HANK OF CHINA. [1631]

## FOR SALE.

ONE COMPLETE DIAMOND DRILL suitable for prospecting Coal Fields is for sale. For particulars apply to Box No. 1623. [1623]

Care of Daily Press Office.

## NTIMATIONS

## FOR SALE BY TENDER.

Newly built Reinforced Concrete Sea-going Motor powered lighter.

Length... 70' Breadth... 12' Depth... 8' Draft loaded... 8' 0" Deadweight Tonnage... 80 T Miller heavy duty Kerosene Motor 4050 HP and accessories in working conditions. Orders for inspection can be obtained from ESTABLISHMENTS BROSSARD MOPIN, King's Building, Tel. 2586 and tenders to be sent under sealed cover to the same address on or before November 5th 1931. Tenders may be sent for lighter and motor separately the latter being easily removed. No obligation by this firm to accept any lower tender than within a reasonable price. L. GAIN, Branch Manager [1643]

## NEW FRENCH LOAN.

## CREDIT NATIONAL.

Issue of Bonds Fr. 500.

Interest 6%, free from income tax.

Price Fr. 498.50 net.

Interest payable every 6 months from 1st Mar. 1932.

Reimbursement by 4 yearly drawings comprising 7,200 prizes amounting to Fr. 13,000,000.

Subscription closing on the 10th November. For subscription apply to—BANQUE DE L'INDO-CHINE. [1678]

## WISEMAN, LIMITED.

## TEA DANCES.

on MONDAY OCTOBER 31st.

WEDNESDAY NOVEMBER 2nd.

and FRIDAY NOVEMBER 4th.

Admission—50 cents. [1678]

## WANTED.

## A PRINCIPAL CLERK, CHINESE

## DIVISION, DEPARTMENT OF

## IMMIGRATION AND COLONIZATION,

## AT VANCOUVER, B.C., CANADA. Initial

salary \$1,500 per annum, rising by increments for efficient service to maximum of \$2,350, plus whatever bonus may be provided by law.

DUTIES:—Under direction, to supervise and direct Interpreters Chinese race, and investigate under Chinese Division, to act as Interpreter to assist in examination of Chinese immigrants and to perform other related and incidental work as required.

QUALIFICATIONS:—Education: equivalent to university graduation preferred. Ability to read, write and converse fluently in main Chinese dialects. Applicants must be British subjects of white race, male sex; must possess thorough knowledge of Chinese people acquired by travel or residence between 25 and 40 years of age. Applicants must furnish references from employers or persons of standing who can testify as to experience, fitness and ability to fill this position.

Application forms may be procured from the office of the Colonial Secretary, Hongkong, and must be forwarded to the Secretary, Civil Service Commission, Ottawa, Canada, so as to be received not later than 31st December 1931. [1675]

## DAIRY FARM NEWS

## FROZEN FISH

## FROM THE SCOTTISH FISHERIES.

## REDUCED PRICES.

Fillet Haddock ... 70 cts. per lb.

Finnan ... 60 "

Kippers ... 50 "

Red Herrings ... 25 "

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD. [163]

## FOR SALE

## JUST RECEIVED

## PLASTICINE

## PLAY WAX

for Clean and Easy PLAY-MODELS PLASTIC PICTURES, &c.

## GRACA &amp; CO.

Dealers in Postage Stamps, Pictorial Post Cards, Garden Spots, Toys, Picture Books, &c.

No. 10, WYNDHAM STREET, HONGKONG. P.O. Box 620 [164]

## INTIMATION

## MEDICINES

## FOR

## DOGS.

## DOG POWDERS.

Victoria Worm Powders.

Naldine's do.

## PARASITIN.

For killing ticks & fleas.

## DOG SOAPS.

Watson's Antiseptic Dog Soap

Watson's Carbolic Soft Soap

Naldine's Dog Soap.

## A. S. WATSON &amp; CO. LTD.,

(Established 1841)

## HONGKONG DISPENSARY

PHONE No. 18.

HONGKONG OFFICE: 104, DES VOUX RD., C.

LONDON OFFICE: 121, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, OCTOBER 31st, 1931.

## WANCHAI GAP TRAMWAY PROJECT.

It is disappointing to many people to learn from the Budget statement made by H.E. the Governor that there is likely to be further delay in the construction of the projected tramway to Wanchai Gap. His Excellency's reference to the matter was in the following terms:—"Many works that are desirable, though not very urgent, have had to be dropped for the present. I would mention in particular the tramway to Wanchai Gap, a work which may have to be proceeded with before long as the construction of houses on the new road in the vicinity of Wanchai Gap and on Mount Cameron proceeds. It is recognised that, useful in many ways as the road to the Hill District will be, cheap and rapid transit at regular intervals is necessary to a central point. As, however, no definite plans have been prepared for this work, and the method of working the tramway has not been decided on, it is unnecessary to increase the vote for Public Works by a sum that will probably not be spent." We are unable to reconcile this latter statement with previous statements, on the subject and in particular the reference made to it in the Annual Report of the Director of Public Works wherein it is stated that "a finished survey and longitudinal section were made, also the necessary drawings for the track formation," and an estimate of \$150,000 is set down for the undertaking, on which nothing was spent in 1930 and nothing has been spent in the current year. When the Budget comes up for discussion in the Legislative Council a fortnight hence it would be of considerable public interest to have from the Government some state-

ment of the relative importance of this project and, say, the road from Taitum Gap to Shek O and Cape D'Aguilar. The total estimate for this road is given in the D.P.W.'s Report for 1930 as \$130,000, but we see from the Budget that by the end of the present year it is estimated that \$85,000 will have been spent, and the estimated expenditure on the road in 1932 is set down as \$180,000. No mention is made of any "original estimate" or "revised estimate," and there is nothing to show that these two sums—\$265,000 in all—will suffice to cover the cost of the work. No reason has ever been publicly given for advancing this project while delaying one designed to give cheap and rapid transit at regular intervals to a central point of the Hill District which the Government recognises to be necessary and desirable. His Excellency spoke of it as "a work which may have to be proceeded with before long as the construction of houses on the new road in the vicinity of Wanchai Gap and on Mount Cameron proceeds." What we would like to impress upon the Government is the fact that the construction of houses in this vicinity has been and is likely to be delayed because cheap and rapid transit is not provided. The Government are not waiting for the country club and the houses which, rumour says, are to be built at some future date at Shek O by a few residents who are not dependent upon the public services for their conveyance. Quite another policy seems to be adopted in this instance. Before a house is built (excepting the wireless station at Cape D'Aguilar) the Government is prepared to spend over a quarter of a million dollars on road construction to open up a new district, while at the same time postponing indefinitely the project for cheap and rapid transit to Wanchai Gap by means of a tramway, which H.E. the Governor, in the course of the Budget debate last year, recognised to be needed in order to relieve the "intolerable congestion" as well as to open up new building sites in the district. One excuse given for the postponement of the project is that sites are being opened up by the new motor road to Wanchai Gap, but if the motor-road makes the district more accessible the transit cannot be called cheap, while what is really wanted for the convenience of the many who already reside in that vicinity and for those who would like to build thereabout is a tramway up the Gap to provide transit which would be both cheap and rapid. Why a scheme recognised to be urgent is delayed while another for which no urgent need is apparent should be undertaken is a matter which stands in need of further explanation.

A meeting of members of the Hongkong General Chamber of Commerce is called for Friday next for the purpose of nominating a Representative of the Chamber to serve on the Legislative Council during the absence from the Colony of the Hon. Mr. P. H. HOLYOAK.

A comparative statement of revenue and expenditure for the period ended 31st July published in the current issue of the Government Gazette shows that the revenue for the period was \$9,253,013.00 as compared with \$8,458,788.50 for the corresponding period last year. The expenditure for the six months was \$7,851,564.54 as compared with \$6,945,691.17 for the same period last year. The financial statement to July 31st shows a balance of assets over liabilities amounting to \$5,801,713.53.

## VISIT OF H.R.H. THE PRINCE OF WALES.

## THE PROGRAMME.

H.R.H. the Governor has received a telegram from the Secretary of State to the effect that H.R.H. the Prince of Wales has approved the programme drawn up by the Committee appointed to make arrangements for his visit in April. The programme is as follows:—

Thursday, April 8th:—

10 a.m.—Ceremonial Landing.

H.R.H. will proceed to a place to be settled on where addresses will be presented.

H.R.H. will afterwards proceed to Government House.

10.30 a.m.—H.R.H. will hold a reception at Government House.

4.30 p.m.—H.R.H. will take part in game of polo.

8 p.m.—A banquet will be given by H.R.H. the Governor after which H.R.H. will proceed through the city to view the illuminations and will witness a Chinese Procession from a stand in Royal Square.

Friday, April 9th:—

H.R.H. will make a tour in the New Territories in the early part of the day.

1 p.m.—H.R.H. will attend a luncheon to be given by the British Legion, and will afterwards proceed to Happy Valley Race Course where a small race meeting will take place.

7 p.m.—H.R.H. will attend a banquet to be given by the Chinese Community, and at 9 p.m. will be entertained by the general community.

During his visit opportunity will be found for H.R.H. to receive an honorary Degree from the University of Hongkong to drive round the island, to visit the Peak, and to see school children and Boy Scouts.

A meeting of the Committee which drew up the programme, will be held at an early date, when an Executive Committee will be appointed for carrying the programme into effect.

## SERIOUS MOTOR CAR ACCIDENT.

## CAR FALLS FORTY FEET AT SAIWAN GAP.

## AMERICAN SAILOR SEVERELY INJURED.

A terrible motor-car accident occurred yesterday afternoon at Saiwan Gap, Shaikwan.

Some American sailors chartered a car in Wanchai for a drive round the Island, via Causeway Bay.

How the accident occurred is, at present, a mystery and very meagre details are obtainable after numerous telephone and other enquiries. The car went off the road on its right, not its left, as might have seemed more reasonable. It cut through the low made-up bank that borders the road and shot into a disused pit 40 or 50 feet below.

An Indian constable saw the accident, or came on the scene soon afterwards, and he reported the fact to Shaikwan police station. Inspector Lanning sent a European officer to make inquiries and render any aid he could, but when the sergeant reached the scene everything had been cleared away and he learned that the car, utterly wrecked by the fall, had been taken away, in pieces, on a lorry. The occupants of the car, he gathered, had been taken to hospital on a passing car but he did not hear which hospital.

On enquiry at the Government Civil Hospital we learned that no serious motor car casualties had been treated there during the day. (The Telephone Company, by the way, reported the Hospital as being "engaged" during the whole time between nine and ten p.m. last night.)

Enquiry at the garage to which we believe the wrecked car belongs produced a non-committal answer from the Chinese assistant in charge and the information that the manager would be in by the morning. No. 2 Police Station kindly helped us to trace the garage.

At the French Convent Hospital we found the information that we sought. The Sister on duty informed us that an "American" name unknown, believed to be a sailor, "had been brought in a motor car to the Hospital and was in a very grave condition. His spine was injured, the sister said, and she was obliged to cut short any further answer to our inquiries, because she felt she must not leave the patient.

This only accounts for one of the people in the car. Possibly the others jumped out of the vehicle before it left the road; it seems impossible that they could otherwise have been uninjured. The paucity of the details available in the matter suggests the comment that persons who survive motor car accidents or persons who take injured people to hospital owe a duty to the public, and to the friends of the injured, to get in touch with the authorities and give them a few intelligible particulars of what has occurred.

To-day is the birthday of H.M. the Emperor of Japan.

Mr. G. W. Barton, of Messrs. Douglas, Laprak & Co. returned to the Colony by the Mentor, on Saturday.

Sir William Brunyate, Vice-Chancellor of the University, left the Colony by the Nile on a brief visit to Shanghai.

A number of amendments to the regulations governing hawkers' licences are announced in the Government Gazette.

Mr. H. P. White, and Mr. F. Birkett left for Shanghai by the Montague yesterday to attend the annual race meeting next week.

Queen's Statue Wharf will not be available for use by the public from to-morrow, owing to the construction of a new reinforced concrete pier.

Mr. Edgar Warwick's Comedy Company will open their season in Hongkong on November 6th (not the 5th as originally anticipated) and their visit will extend to the 19th.

H.E. the Governor has been pleased to appoint, provisionally and subject to His Majesty's pleasure, Mr. P. H. HOLYOAK to be an Unofficial Member of the Legislative Council.

Dr. Oswald Marriott and Dr. Woo Tin-po have been appointed Members of the Medical Board. Dr. G. D. Ralph Black and Dr. F. H. Kay have been appointed Members of the Dental Board.

Mr. Paske-Smith, who has been acting British Consul-General at Manila and Mr. Paske-Smith were passengers on the Tai-yo-maru for Japan. Mr. and Mrs. H. Staples Smith, of Canton, left by the same steamer.

Among local residents who returned to the Colony by the Blue Funnel steamer Mentor on Saturday were Dr. and Mrs. Aubrey, Mr. G. W. Barton, Mrs. H. A. Cartwright and children, Mrs. Shenton, and Mrs. Eustace.

It is proposed to lease two lots of Crown lands at Shaikwan, comprising portions of the foreshore and sea bed. One lot measures about 16,430 square feet and the other 12,300 square feet. The upset price of the combined lots is \$23,730, or one dollar per square foot.

The U.S.S. Huron flying the flag of Admiral Strauss, the new Commander-in-Chief of the U.S. Asiatic Squadron, arrived in the harbour on Saturday.

The U.S.S. Huron, which was the guard of honour when he landed in the course of the morning at Blakes Pier, the Admiral paid the usual official call at Government House and returned aboard his flagship where at noon he received the return call of His Excellency the Governor.

The General Officer Commanding the China Forces, Lieut.-General Sir George Kirkpatrick, K.C.M.G., and Commodore Bowden Smith, R.N., also called aboard the warship later in the day.



## CABLES.

## LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

## KARL'S FUTURE.

MADEIRA FAVOURED AS PLACE OF EXILE.

LONDON, October 28th. The Ambassadors Conference favours Madeira as the place of Karl's exile, if Portugal is willing. Pending a final decision Karl will be detained aboard the British warship, Cardiff, off Galatz.

PARIS, October 29th. The Ambassadors Conference discussed means for securing Karl's departure from Hungary, as soon as possible.

## EARLIER CABLES.

## AN ULTIMATUM THOUGHT UNNECESSARY.

LONDON, October 28th. The Foreign Office has no knowledge of the delivery of an ultimatum from the Little Entente to Budapest, but it is strongly held that Karl must abdicate or be formally deposed. The latest news is that Karl has refused to abdicate, and that the Cardinal Primate has gone to try to persuade him.

The British view is that an ultimatum is unnecessary, as the whole question may be settled peacefully. Any matter which the Little Entente wishes to submit to the Ambassadors' Conference, for example, an inquiry into the strength of the Hungarian army, will be fully considered, but the Peace Treaty must be maintained, and financial or territorial compensation at the expense of Hungary would be incompatible with the Treaty.

A Vienna message states that monitors are closely guarding the Abbey of Tibany, where Hungary's plenipotentiary, has arrived to discuss the application of measures to be adopted in regard to the ex-King.

## LATEST CABLES.

## INTERNATIONAL LABOUR CONFERENCE.

## UNEMPLOYMENT AND OTHER PROBLEMS TO BE DISCUSSED.

GENEVA, October 28th. The International Labour Conference decided not to discuss the application of an eight hours day to agricultural workers.

GENEVA, October 29th. The International Labour Conference, continued animatedly to discuss agricultural labour, though the question of the regulation of hours has for the present been shelved. The Conference to-day decided, by the necessary two-thirds majority, to retain on the agenda items concerning unemployment, the protection of women and children and technical instruction in agriculture. All the workers' delegates also many Government delegates, including the British and Canadian, voted with the majority, but the minority included the South African, French and Swiss Government delegates.

Arising out of the rejection of consideration of agricultural labour items by the International Labour Conference the workers delegates thereto have passed a resolution requesting the reinsertion of the matter on the next Conference agenda.

GENEVA, October 29th. Several Government delegates, including the British and Italian, have submitted a motion to the International Labour Office asking that the question of regulating hours for agricultural labour be discussed at the meeting of the Conference on October 31st.

## MARSHAL JOFFRE.

## VISIT TO THE FAR EAST THIS YEAR.

PARIS, October 28th. Marshal Joffre sails on November 11th on an extensive Far Eastern tour, the principal object of which is to return the visit of the Japanese Crown Prince to France. After visiting Saigon and Bangkok and paying respects to the King of Siam and the sovereigns of Cambodia and Annam, Marshal Joffre sails for Yokohama at the end of January. He will spend a month in Japan and afterwards will leave for Peking via Seoul and Mukden.

## SILESIA AND BURGENLAND.

## AMBASSADORS CONFERENCE AND THE PROBLEMS.

PARIS, October 29th. Replying to the German Note, cabled on the 27th, the Ambassadors Conference declares that the protest against the partition of Silesia is not acceptable. It takes note of Germany's undertaking to carry out the decision.

The conference approved of the Austro-Hungarian protocol of Venice as regards Burgenland, the text of which it has sent to the Little Entente.

## THE "HONG MOH" DISASTER.

## ANOTHER HONOUR FOR CAPTAIN EVANS, R.N.

LONDON, October 29th. Captain Evans, Commander of His Majesty's ship *Carlisle*, has been awarded the silver medal for life saving in connection with the wreck of the *Hong Moh*.

## PRINCE OF WALES' TOUR.

GIBRALTAR, October 29th. The *Renown* has arrived.

## THE FUNDING LOAN.

## LIKELY TO BE MADE TO CHINA BY AMERICAN GROUP.

NEW YORK, October 29th. The American Group of the Chinese Consortium state that the Funding Loan, mentioned on the 28th, is likely to be made providing that certain obligations now maturing can be met.

## WASHINGTON CONFERENCE.

## FIRST SITTING FIXING FOR NOVEMBER 12th.

WASHINGTON, October 28th.

The State Department has decided definitely to hold the first sitting of the disarmament Conference on November 12th.

NEW YORK, October 28th. Marshal Foch has arrived. He was enthusiastically welcomed and received the freedom of the City. Thousands cheered when he clasped hands with General Pershing.

PARIS, October 27th. The French delegation to Washington, headed by M. Briand, has departed.

PARIS, October 28th.

Following the Chamber's example the Senate gave M. Briand renewed expression of the fullest confidence by 301 votes to 9. In a speech the Prime Minister said that France's representatives were going to Washington to work for world peace. France had already done her utmost to preserve peace in Europe and she means to act likewise at Washington in favour of the world's peace.—Havas.

LONDON, October 30th. The Observer's correspondent at Washington, endeavouring to interpret the feeling in America regarding the Washington Conference, declares that if the Conference fails it will not be the fault of American public opinion, which is becoming almost unanimously in favour of disarmament. Among considerable portions of the people a movement to express itself in the slogan "disarmament by agreement if possible; if impossible, disarmament anyhow as an example." Nevertheless, official opinion is likely to be "reduction by agreement if possible; if impossible, let us go ahead with the building programme."

WASHINGTON, October 30th. President Harding formally welcomed Marshal Foch at the White House. Marshal Foch called at Mr. Wilson's home, but the physicians had given instructions that it would be inadvisable for the ex-President to receive visitors.

## EARLIER CABLES.

## MR. LLOYD GEORGE HOPES TO SAIL ON NOVEMBER 12th.

LONDON, October 28th. It is stated that Mr. Lloyd George has every hope that he will be able to leave London for Washington on November 12th.

## BANQUET TO ADMIRAL BEATTY.

NEW YORK, October 28th. Unusual scenes of enthusiasm greeted Admiral Beatty, the British naval delegate to Washington, on his first public appearance in New York at the Pilgrims' Society banquet, at which there were about a thousand distinguished guests. Admiral Beatty, in a speech, discounted the possibility of serious Anglo-American differences at the Conference.

Admiral Rodman paid a high tribute to Admiral Beatty's operations in the war.

## LATEST CABLES.

## VANCOUVER CLOUDBURST.

## MINING TOWN PRACTICALLY SWEEPED AWAY.

VANCOUVER, October 30th. A cloudburst and flood swept away the greater part of the mining town of Britannia Beach. Fifty houses were carried off. There are thirty-five dead and missing. The flood waters of the Coquitlam river inundated three sections of Coquitlam. A three-storey hotel and several shops were seen floating down the river.

A ship bearing medical assistance has gone to the stricken districts.

## VESSEL CAPSIZES.

## DISASTER TO ANTWERP-THAMES VESSEL.

ANTWERP, October 30th. An Antwerp-Thames passenger vessel capsized in the Scheldt. It is feared that twenty were drowned.

## ITALIAN COMMUNISTS.

## MOTION FOR TRIAL OF ZACCO AND AN VANZETTI.

NEW YORK, October 30th. A motion for a new trial of the Italian communists, Zacco and Vanzetti, mentioned on October 29th, was heard in Norfolk county court to-day. Police guards were distributed inside and outside the building and spectators were searched for concealed arms. The prisoners were transferred from the gaol handcuffed to each other and also to two officers on either side, preceded, flanked and followed by police.

DORHAM, MARCH 30th, Oct. 30th. Judge Webster has postponed for a week the hearing of the motion for a new trial of Zacco and Vanzetti.

## M. BRIAND'S VICTORY.

## FRENCH CABINET'S AUTHORITY GREATER THAN EVER.

PARIS, October 27th. In the Chamber yesterday, M. Briand won a victory of some magnitude conclusively showing that the Prime Minister more than ever enjoys the support of all those elements of French political life which are for peace, internal and external, for unremitting work and for prompt restoration of France to pre-war prosperity. On a division the Chamber gave the Prime Minister the substantial majority that M. Briand had made a point of obtaining before starting for Washington, so that he could truly speak in the name of the French nation.

Papers of all shades acknowledge the victory as greatly enhancing the Cabinet's headed by M. Briand, has departed.

## HARRY THAW'S WIFE.

## AN ATTEMPT TO POISON HERSELF.

NEW YORK, October 28th.

Evelyn, the wife of the notorious Harry Thaw, attempted to commit suicide by taking poison. A stomach-pump was applied and she will probably recover.

## AN INTELLECTUAL ENTENTE.

## M. LEON BERARD ON WHAT MAY BE EXPECTED.

PARIS, October 27th.

M. Leon Berard, Minister of Public Instruction, gave a luncheon in honour of Sir Charles Wilson, Professor at King's College, Cambridge University. In a speech M. Berard emphasized all that may be expected from an intellectual entente even more intimate between France and Britain.—Havas.

## ASSISTING CHINA.

## RESOLUTION BY FRENCH RADICAL PARTY.

PARIS, October 30th. The Congress of the Radical party at Lyons passed a resolution approving of the policy of actively assisting the Chinese people, based on the collaboration of France with the Allies, notably the United States.

## THE ARBUCKLE CASE.

## COUNSEL OUTLINES THE DEFENCE.

NEW YORK, October 30th. Brennan, Arbuckle's counsel, says that the defence will contend that Miss Happe, at the time of her death was suffering from a pronounced chronic malady.

## THE RUSSIAN FAMINE.

## BRITISH TOOLS AND MACHINERY REACH OMSK.

WARSAW, October 29th. A message from Omsk states that the first consignment of British goods, consisting of tools and agricultural machinery, has arrived.

PARIS, October 28th. Senator Moulens, president of the Inter-Allied Committee for Relief of Russia, has submitted to Parliament, on the Government's behalf, a bill respecting a grant of five million francs in money and supplies for Russia.—Havas.

## EARLIER CABLES.

## FRENCH CHAMBER VOTES APPROPRIATION.

PARIS, October 28th. The Chamber has passed a Bill providing an appropriation of £4,000,000 for the relief of the Russian famine.

WASHINGTON, October 28th. The Near East Relief Committee has also recommended the formation of an association of manufacturers for extension of half a billion dollars credit to the Soviet for the purchase of agricultural machinery in the United States.

## LATEST CABLES.

## DISASTER AT NAPLES.

## RIVER SERIOUSLY OVERFLOWS ITS BANKS.

NAPLES, October 29th. The river has overflowed seriously. Houses have collapsed, crops are damaged and many people have been killed and injured.

## U.S. RAILWAY DISPUTE OVER LEADER EXPLAINS REASONS FOR CALLING OFF STRIKE.

CHICAGO, October 30th. The Railroad Labour Board has forbidden union labour to strike without the Board's permission and has declared that strikers violating this order will be classed as outlaws who have voluntarily removed themselves from the protection of the Transportation Act.

## EARLIER CABLES.

CHICAGO, October 28th. The railroadmen's leader, Mr. Shepherd, said that the strike had been called off because the public was of opinion that it was against the Government. It was also evident that the Administration opposed them, and there would have been little chance of gaining their objectives. The union leaders attach importance to the Labour Board's resolution postponing the consideration of further wage reductions until working conditions have been settled.

## THE ALI BROTHERS.

## "KILL IF RELIGION SO COMMANDS."

KARACHI, October 28th. The evidence for the prosecution in the trial mentioned in the message of the 28th inst., has been concluded. Mahomed Ali made a statement, in which he argued that the resolution of the Khilafat Congress gave effect to the teaching of the Koran, which was above the Zawal Code. If the Koran taught Mahomedans that they ought not to serve the Government, which would be acting contrary to the teaching of the Koran, then the accused were justified in telling Mahomedans that they were doing wrong. Replying to the Judge, Mahomed Ali said that his religion so commanded.

[The previous message stated: The trial has opened of the Ali brothers and the five others mentioned in a message of the 28th inst. The prosecutor requested that the charge be amended to the effect that the accused were engaged in a criminal conspiracy to seduce Muslim soldiers.]

## LATEST CABLES.

## AUSTRIAN MATTERS.

ROME, October 30th. After numerous postponements the Conference on Succession of States in the Austrian Empire opened at Porto Rosa. It will deal chiefly with questions of economics, tariffs and railway matters.

## EARLIER CABLES.

## STRIKE DANGER AVERTED. ENGINEERING AND SHIPBUILDING TRADES BALLOT.

LONDON, October 28th. The ballot of the engineering and shipbuilding unions mentioned in a message of the 27th inst., has resulted in a majority of 92,835 in favour of withdrawal of the Ministry of Munitions bonus, thus averting the danger of a strike.

[The previous message stated: A court formed under the Industrial Courts Act to consider the war-time increases granted to shipyard workers has decided that the increases of forty-five and thirty-five per cent. be reduced to ten per cent. owing a slump in the industry. It is expected that the reductions will revive the demand for new ships.]

## THE COMMONWEALTH LOAN.

## SIXTY PER CENT. TAKEN UP BY UNDERWRITERS.

LONDON, October 28th. The underwriters of the Commonwealth loan mentioned in the message of the 27th inst., have to take up 60 per cent. of the issue. The stock is quoted at 1 per cent. discount.

[The previous message stated: Underwriting is progressing of the new Commonwealth loan of £5,000,000 at 6 per cent., issued at 98 and redeemable 1931-41. It is understood that £1,000,000 is new money; the balance is for redeeming £3,000,000 bills and £2,000,000 other debts.]

## OIL IN CZECHO-SLOVAKIA.

## PRAGUE GOVERNMENT APPROVES STANDARD OIL AGREEMENT.

NEW YORK, October 28th. The Associated Press correspondent at Prague states that the Cabinet has approved the agreement with the French Standard Oil Company mentioned in the message of the 15th inst., excepting eleven districts, where there are already concessions or State exploitation. A Czechoslovak company will be formed under the agreement wherein the Government will be amply represented.

[The previous message stated: The Standard Franco-American Company of Paris, which is subsidiary of the Standard Oil Company of New Jersey, has been granted the exclusive rights of developing the oil lands of Slovakia.]

## DUTCH INDIES LOAN.

## ONLY A LITTLE OVER HALF SUBSCRIBED.

AMSTERDAM, October 28th. Over 56,000,000 guilders were subscribed out of the issue of 100,000,000 at 99, mentioned in the message of the 10th inst.

[The previous message said: The *Algemeen Handelsblad* understands that a £1,000,000 6 per cent. loan will shortly be issued, forming part of the Dutch Indies loan of £250,000,000, of which 75,000,000 florins have already been issued.]

## DUTCH LABOUR TROUBLES.

## METAL WORKERS THREATEN TO STRIKE.

AMSTERDAM, October 28th. The metal workers of Rotterdam, Utrecht, Dordrecht, Deventer, Apeldoorn, and Amersfoort have resolved to strike on the 31st inst. owing to the employers' decision to reduce wages.

## HONGKONG TRADE.

## CHAMBER OF COMMERCE REPORT.

The fortnightly Price Current and Market Report published by the Hongkong General Chamber of Commerce states under date October 28th:—Cotton piece goods and fancy cotton goods.—Despite the vagaries of exchange considerable sales have been effected. Manchester prices eased off slightly but there is no serious weakness in that quarter according to latest reports. Spot American (fully good middling) is quoted at 12.60d.

Cotton yarn.—The market ruled extremely quiet and only a few bales changed first hands at declines of about \$4 per bale. Since then the Chinese have been realising their holdings at lower prices and the market closes dull. Quotations are:—No. 10s, \$170 to \$202; No. 12s, \$185 to \$212; No. 16s, \$198 to \$228; No. 20s, \$212 to \$242. Arrivals 2,220 bales. Sales 200 bales. Shipments nil. Unsold Stock 3,000 bales. Bargains 8,000 bales.

Unsold Stock 3,000 bales. Bargains 8,000 bales.

Woolens.—A few small lots of suitings, serge, etc., have been ordered but there is very little activity in the market.

Raw Cotton.—No business has transpired and values are easier. Following are nominal quotations:—Indian descriptions at \$32 to \$36 per picul. Chinese descriptions at \$32 to \$43 per picul.

Metal.—Business extremely quiet. Wire nails are reported sold in small lots. Quotations from London have remained steady, with little alteration during the last week.

Flour market report.—Stock.—About 250,000 sacks. Quotations:—American patent \$4 per sack, American cut off \$3.15 per sack, American straight \$3.05 per sack, Shanghai flour \$3.05 per sack.

## FOOTBALL.

(Continued from page 3.)

With the score two all both teams put on pressure to obtain the lead but the defence held out. Veale came again on the R.G.A. right and Moore deflected his final effort outside the post. Following the corner kick which was well placed by Couzens a scramble occurred in the Wilts goal mouth, but an infringement of the rule by one of the R.G.A. brought the Wilts relief. From the free kick Amor went away on the left and sent over a long pass to Manham who sent in a screw shot which Holloway turned out to Swanborough. The latter returned the ball into the net out of the reach of Holloway. With only ten minutes to go the R.G.A. tried hard to retrieve their position and forced three corners in succession, but the Wilts defence held out and time arrived with the Wilts winners of a hard game by 3 goals to 2, thereby reversing the score of last week.

Mr. Cassidy, the referee controlled the game and gave every satisfaction. He is welcomed as an old player in his new sphere.

## "CURLEW" v. "AMBROSE."

On Navy "A" ground the teams lined up as follows:—Curlew: Hardy, Weatherby and Cleave; Dyer, Hilton and Griffiths; Taylor, Dyer, Scott, Cook and Lamb. Ambrose: Harwood, Rowlands and Parker; Phillips, Hodge and Viant; Savage, Hannaford, Sparks, Monkhouse and Fawcett.

Referee.—Mr. Williams. This game started late owing to some of the Curlew men being absent. The Ambrose were early attacking, but Wetherby soon returned where Cook sent to Taylor who tested Hardy with a long shot. Ambrose again got down and Hannaford bent Hardy with a ground shot. Play was very fast and the exchanges even. Hannaford again netted, but the whistle had sounded for foul play, the goal being disallowed. Midfield play followed the defence, both sides playing a sound game. No further scoring took place before the interval and the teams crossed over with the Ambrose leading by 1 to 0.

Resuming the Curlew took up the attack and following good work on the left, Cook netted for the Curlew making the scores level. The Curlew had most of the play and Dyer netted a second goal. Hannaford again scored for the Ambrose and Taylor and Scott registering for the Curlew the latter won by 4 goals to 2.

## "TAMAR" v. "POLICE."

On the Navy "A" ground the teams turned out as follows:—Tamar: Mitchell, Handford and Tomlinson; Grant, Hulson and Bryant; Routley, Hill, Hutton, Atkey and Heap. Police: Swain, Miller and McWalter; Watks, Forbes and D. Clark; Cargill, Watson, Pearson, Valentine and Robertson.

Referee.—Mr. Pearce. The Police kicked off and the sailors were the first to attack. Atkey was pulled up for offside and the police took up the attack, Valentine sending in wide. From a free kick awarded against Forbes the sailors went and tested Swan who cleared well. Following a melee in front of the sailors' goal, Valentine sent in wide. Play was transferred to the other end where Hutton running through brought Swan out-to-clear, the centre forward skying the ball over the bar.

Tamar returned and forced a corner which Atkey headed over the bar. From another corner awarded the sailors, Atkey makes no mistake for, receiving from Routley he sent the ball into the net out of the reach of Swan. From the re-start the Police took up the attack and Handford cleared. At the other McWalter in attempting to clear sent the ball over his own goal line and the sailors were awarded a corner. Atkey receiving from the flag kick passed to Routley who shot wide. Police returned and Watson was charged off the ball just as he was about to shoot. From the goal kick Cargill gave to Watson who being well placed sent in a hard low drive which forced Mitchell to measure his length on the ground in saving. Valentine receiving from the clearance returned just wide of the post with Mitchell beaten. The sailors now worked the ball down but Atkey split a good chance by being offside. McWalter conceded a corner from which Atkey gave to Hutton who took a first timer and beat Swan making the score 2 goals to 0 for the Tamar. From the centre kick Atkey again got in and scored a goal but was ruled offside. The Police got away and Mitchell did well to save from Pearson. Mitchell was penalised for carrying beyond the regulation distance but the sailors got the ball out and Heap tested Swan with a shot that the goalie tipped over the bar. The Police cleared from the corner kick but the sailors returned and Hutton sent over the top. Half-time: Tamar 2, Police 0.

Resuming, the sailors took up the attack. Heap shooting behind. From the goal kick, the Police got down and Mitchell saved some well directed shots.

Following midfield play the Police broke through but could not get the ball past Mitchell. At the other end Swan in attempting to save from Atkey fell and a slight pause was made for him to recover. The whistle sounded shortly afterwards for time with the Tamar winners of a very even game by 2 goals to nil.

## S.V.A. v. "CAIRO."

On the S.C.A. ground ending in a win for South China by one goal to nil. The game started before a high crowd of Chinese who at times encroached on to the field of play. Stevenson turned out for the Cairo but the going was too much for him as he had not recovered from his accident of last week. The sailors had most of the play during the opening half but could not break down the defence. In the closing half South China gradually

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## LORD NORTHCOT TO THE FILIPINOS.

## THEIR DEBT OF GRATITUDE TO AMERICA.

While Lord Northcliffe was at Manila he visited the University of the Philippine Islands in the company of the Governor-General. Both delivered addresses to the student body. Lord Northcliffe's interesting speech is thus reported in the *Manila Times*:—

"Your Excellency, Ladies and Gentlemen.—There are some things I can say to you people to-day that the Americans do not say. I have not been many hours in your city but those few hours have convinced me that no people in the world have had a fairer deal than the people of your city. I know of no other nation in the world that would have assisted you to do what you have done in so short a time. I am very sure that with no other nation could you have effected an arrangement by which such a small and scattered people as you are, by comparison with the country I come from, and the great countries to the north of this place, that would have saved you the cost of the protection of your country."

"I wonder if you realize what it means to come from a land like I do where we are taxed up to the tops of our heads to support a great navy and army. You have all that provided for you. You have a situation not unlike that of the great British overseas states, Australia and Canada; you have the widest liberty that I have ever seen accorded and you have none of the expenses of saving your existence. I talk very frankly about these things because I can say what Americans do not say. I tell you quite frankly, were it not for the American flag in my opinion you would cease to exist. You imagine that your wealth is not known to the whole world. Are you aware that some countries are so overcrowded that they must go somewhere? Do you imagine that they would not come here were it not for the American flag? How could you defend your few millions against the thousands millions who are not so very far away?"

"Sometimes I meet young Filipinos who talk about independence. I tell them they have it, and, as well, one of the finest blessings in the whole world, and I have travelled a great deal throughout the world. There are no better schools than those I have seen this morning and I am bound to say I have never seen more intelligent pupils. But let me repeat, that would not prevent your country being absorbed were it not for the United States. Perhaps some of you may travel and see the land hunger that exists in other parts of the world. I am very sure you would realize there are round about you—the wisdom and strength of the American people."

"Their last example of generosity was to send you one of their greatest citizens. If you knew his record as well as I do you would know that you have a wise man that you have a just man, and that you have a strong man. Strength of character is greatly to be desired in the Government of a new people, and you are a new people. The Filipino of to-day bears no relation to the Filipino of fifty years ago. Fifty years ago the Philippine Islands were known for but two things—cockfighting and hemp. Today the Philippine Islands are becoming known throughout the world as the centre of the greatest uplift the world has ever known. You have done wonders in the very few years of your new life. But always remember that under no other people, or with no other people, could you have accomplished what you have accomplished with the aid of the Americans."

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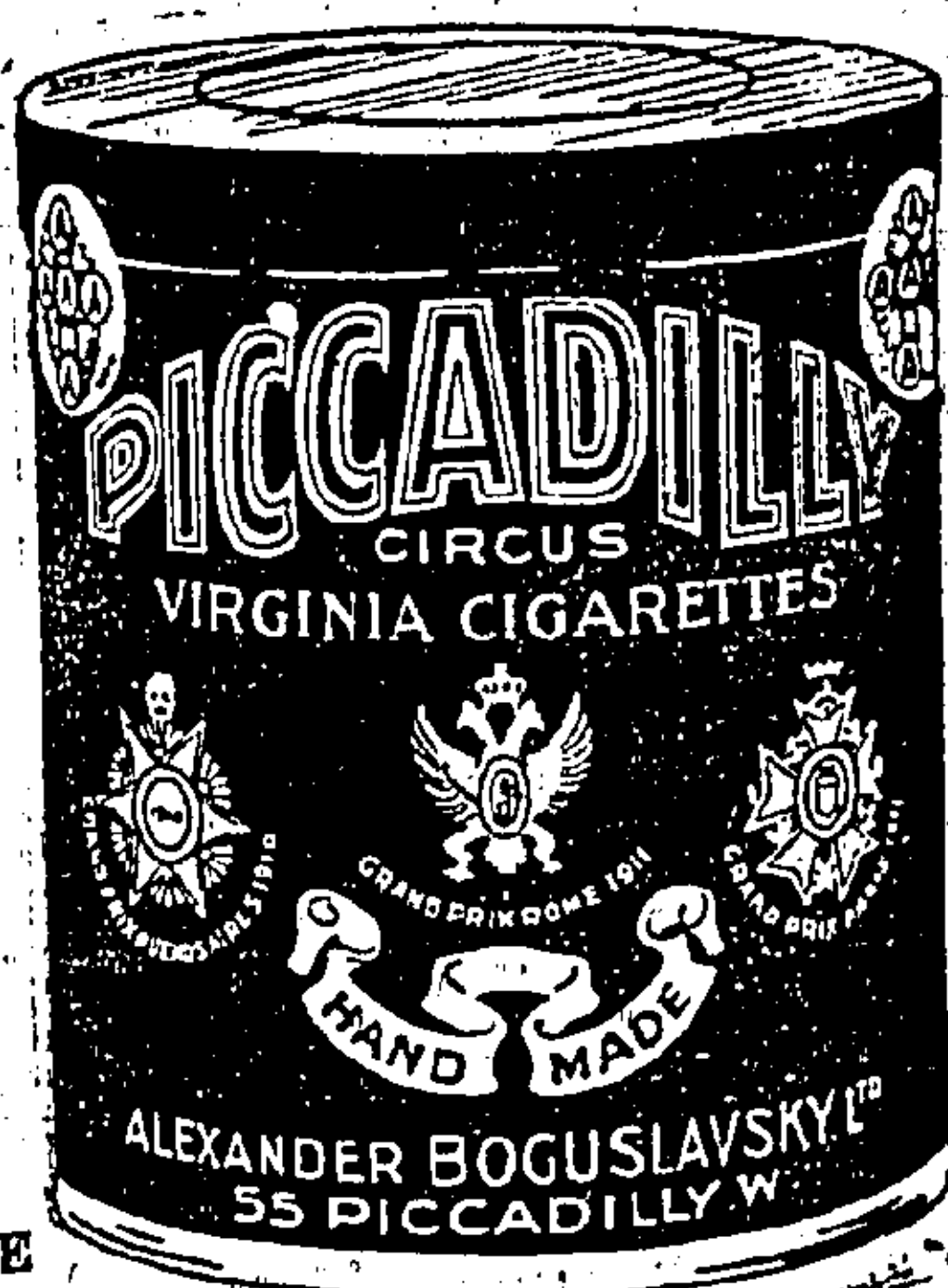
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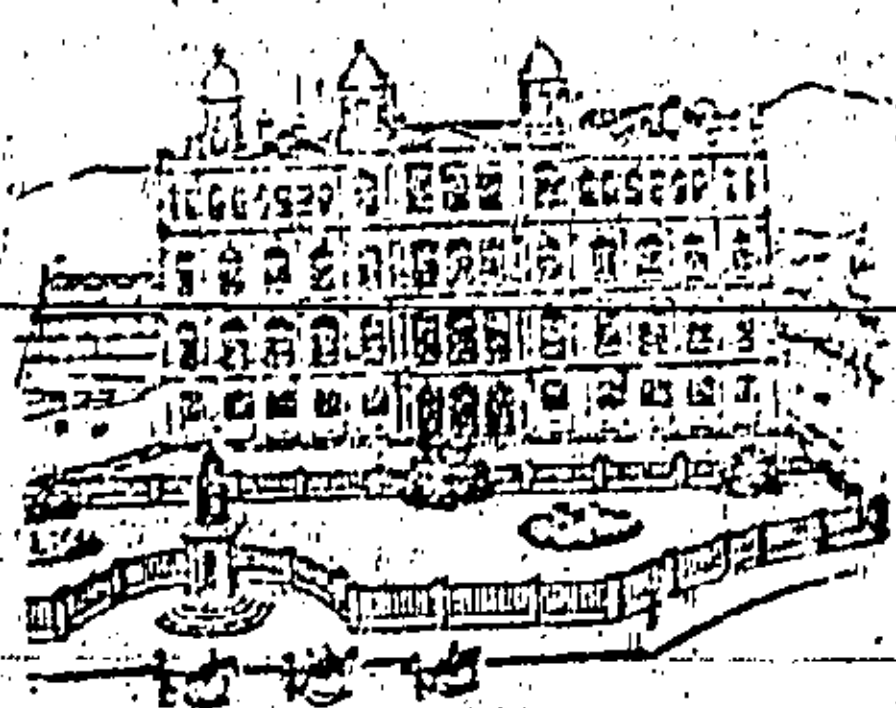
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# "WOMAN AT HER BEST."

KING'S WORDS RECALLED.  
Preaching in Westminster Abbey, last month the Rev. W. B. Dams, minor canon, made special reference to the present-day interest in the New Woman, and recalled the King's words in his wise and solemn injunction to the nation and the Empire: "The foundations of national glory are set in the homes of the people. They will only remain unshaken while the family life of our nation is strong, simple, and pure." To all he said in effect: "Honour woman, woman as she is seen at her purest and best, in the shelter of the home, whether as wife, mother, or daughter." Woman in England, he said, was worthy of the highest honour; she had done magnificent work for the nation; she had faced nearly all the worst horrors of war, and would, if permitted, have shirked none. She had leapt the barriers of inexperience and proved her capacity in nearly every sphere of usefulness; she had of necessity mingled freely, and almost always honourably, with men in the enforced task of national preservation. If she had been, as some said, a little coarsened by the contact, it was only fair to remember that women tended to be what men expected them to be, and that if it was the worst in manhood that often dragged womanhood to its own level, yet it was the best in man that drew out the best from woman. The crumbling to decay of the wonderful Greek civilisation and the magnificent Roman Empire was due to the degradation of woman and the consequent loss of regard for the honour of family life. "While that disintegration was going steadily on a race as yet half civilised—was ripening towards its undreamt-of responsibility; the ancestor of the Briton was unconsciously preparing for the leadership of the world, and already an admiring Roman writer had foreshadowed his quality. "Only in the far horizon of the North," so he wrote, "is there a streak of light, fitful indeed as the sunbeam among those stormy regions. There a half-nomad race, fallen into a wild idolatry, and in perpetual feud among their tribes, yet have this single distinction, above their personal bravery and freedom, that they honour women. They have but their yoke of oxen, their caparisoned horse, and their arms; but what they have they give in marriage to the partner of their choice, as a token that she is to share with them every labour and danger of life, all its battle, but the glory and suffering alike. They have, and they are almost alone among barbarians in having, but one wife, and they are faithful to her. No youth, no beauty, no wealth will make up in their eyes for the loss of virtue in woman." So the Briton of old, though heathen, honoured woman, and was almost alone in doing so at the time when Christ came to teach the world that woman must be held in honour.

## THE MODERN HOUSE. AN ADMIRAL'S OPINION.

A retired Admiral who, since returning to shore a few years ago, has had to assist his wife in the rôle of housemaid, parlour-maid, nurse, nursery-maid, kitchen-maid, odd-job man and cook, has at last broken silence as to what he thinks about it all.  
He has sent to *Builder* about four columns of abuse of the modern house, with some suggestions for improvement. He draws a delightful pen picture of himself in a paragraph on "Halls":  
"Halls.—The hall is generally a monument of man's ignorance of requirements. I have actually lived in two houses in good parts of London which would not accommodate a perambulator, and the perambulator could not be got up and down area steps." He takes the different parts of a house one by one:

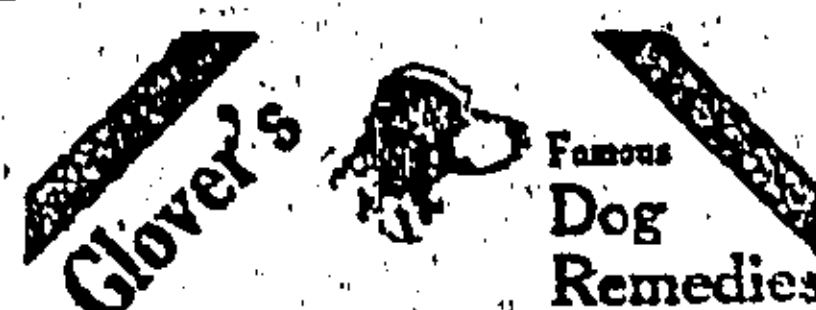
"Bedrooms.—Little better than dirt traps.  
"Windows.—Hopelessly wrong; old but usual type, with sashes; tend to breed flies.  
"Sinks.—Throughout every house are abominable; can in no way have been designed by those who have had experience of their use; too low, too small, too deep.  
"Plumbing.—Beyond words for the ignorance displayed.  
"Staircases.—Designed on no known principle except the convenience of the builder and maximum of corners, which are dirt traps.  
"Casters for Chairs.—An invention of the devil and proficients in collaboration.  
"Sofas.—Difficult to say what these are designed for; certainly not for rest or to lie down upon; usually induce stiff neck, apoplexy and bad temper.  
"Valances.—Objectionable and unsightly dirt traps.  
"Kitchens.—Wretched throughout; generally designed as breeding places for vermin.  
"Ranges.—Extravagant beyond words, dirty and unsightly.  
"Sculleries.—Horrible in all cases.  
The worthy Admiral tells his readers at the end that thousands of details must have escaped his notice, and that two ladies to whom he read his notes agreed with every word.

## RIVALS 200 YEARS AGO.

Cricket as played nearly two centuries ago was recalled at Addington, Surrey, recently, when the village club played an eleven from Slindon, Sussex. The Slindonians, for whom Sir C. Magray played, won by 75 runs to 74, with eight wickets in hand.  
Slindon, in 1743, when cricket was a new sport, and sometimes played for high stakes, lost only one game out of forty-three, and challenged any other parish in England. Addington responded in 1744, and lost the match by two runs. The bat then used was curved like a hockey stick and called a "bandy." A worm-eaten specimen of the bandy is still preserved at Addington.

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## GOLFERS STRUCK BY LIGHTNING.

The *Times* of August 25th states:—A party of golfers had a remarkable experience on the Harrow Hill course during the severe thunderstorm of Tuesday afternoon. They were all struck by lightning and thrown to the ground, but except in the case of one man, whose hair was singed, they escaped any ill-effects other than shock.

Mr. Walter Fenn, a poulterer, of Frith-street, W., and Mr. Neal Christey, wine merchant, of Jernyn-street, S.W., who are members of the Eccentric Club, were engaged in a foursome with Mr. S. T. Brooks, Church-street, Soho, and Capt. E. D. Miller, accountant, Brondesbury, N.W. They had played three holes when, seeing that a storm was approaching, they decided to return to the clubhouse, playing from the 16th tee. Describing his experience to a representative of *The Times*, Mr. Fenn said:—"I had just holed out at the 16th green and had swung my club over my shoulder when I experienced a curious sensation as of being caught hold of and swung round. I was thrown to the ground. There was a blinding flash and a terrific noise. My clubs were hurled some 20 yards from me. When I looked up I saw Mr. Christey on his hands and knees and Mr. Brooks was on one knee, holding his head. Capt. Miller was on the ground. Two men who were not of our party, but who had been playing some distance away, were also thrown down, and the hair of one of them was badly singed. Apparently the steel of our clubs attracted the lightning, and as we were about to return to the clubhouse with our clubs one of the men shouted to us to throw them down. We did so, and ran to the clubhouse, which we reached before the rainstorm broke over the district."  
"A curious feature of the incident," added Mr. Fenn, "was a sensation as of sand and stones being hurled in our faces. We all experienced this, but there are no marks or scratches on us, nor were there sand or stones near where we were struck."

## WORLD'S FASTEST TRAIN.

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**INSOMNIA AND HOW TO  
OVERCOME IT.**

SOME PRACTICAL HINTS.

[FROM A MEDICAL CORRESPONDENT.]

There is no means of estimating the proportion of our population that suffers in some degree from sleeplessness, but from the number of complaints one hears, professionally or otherwise, it must be very considerable. There is a little reason to doubt, moreover, that it is a trouble that has been increased by the strain and anxiety of living in these hectic days which impose their burden on all but the parasites that infest every class in all times of national distress. It is a well-known fact that all sufferers from insomnia unconsciously exaggerate their trouble. The restless patient will solemnly assure the doctor in the morning that he "has not closed an eye all night." The nurse's report records several hours of perhaps heavy sleep. Put the patient is unaware of having slept, his hours of consciousness have seemed to him continuous. Without that sleep he could not, of course, remain alive for many days; but his suffering is no less real. To him it is as though he had not slept. The amount of sleep may have been sufficient to maintain his bodily functions, but not enough to harmonise the jangle in his fretted mind. There is no pleasure in a sleep of which one is unaware. It may have been true when Herber wrote it that "The highest pride of human misery."

To say it knows not of an opiate, but in our less hardy generation there is no such consolation for the merely worried. And, apart from actual or serious disease, the prevalence of insomnia has important social consequences. It establishes a vicious circle. The harassed man who cannot sleep soundly awakes more harassed in the morning. He is less competent in his business, whatever it may be, and so his worries increase and he becomes less able to withstand them. Thus his chances of regaining normal sleep become less. This is certainly one factor in producing the terribly common mental and moral disorders popularly and wrongly described as "nerves" or "neurasthenia." It probably contributes to that acidity of temper that has manifested itself in our post-war politics and general "unrest." It certainly encourages alcoholism and other drug habits.

There is, hardly any condition more difficult to treat. No drug produces natural sleep. The intoxication it produces may, like our life, be "rounded with a sleep," but it is generally agreed that, except in an absolute emergency, soporific drugs produce much more harm than good. To maintain their action they have always to be increased, a "habit" is soon established, and the remote action of the drug is invariably disastrous alike to physique and character. Exercise and fresh air are, of course, a preventive, but to the true insomnia, if one may coin the word, they are often useless, and even the almost sacred golf may become but an irritation and a snare to such a one, an addition to life's little tyrannies. Alcohol, taken to induce sleep, is of all drugs the most dangerous. Its prescription for this purpose has ruined many promising lives. The despairing physician generally orders "change of air and scene" under these circumstances. But too often the patient, if he can afford a holiday, and the worried often cannot, takes his troubles with him, and sleeps worse than ever when deprived of the comfort and the familiar surroundings of his own bed. Suggestion in various forms and monotonous mental exercises have been recommended in all ages, but Wordsworth's "flock of sheep that leisurely pass by," his "sound of rain, and bees murmuring," are generally of as little help to the ordinary man as they were to the poet.

And yet it is in some form of mental treatment, of auto-suggestion, that the best hope of overcoming the habit of insomnia lies. The practice of reading in bed, intelligent, used, renders many people independent of the horrors of sleeplessness. Careful arrangements, however, should be made. The light should not be bright enough to illuminate the room or cause a glare on the page. Two ordinary candles a foot or two from the book are sufficient. The bed should be arranged so that the book can be held without fatigue. The slight eye-strain involved has itself a hypnotic effect which is most important, but the book should be one in which an intelligent person can be interested, one which, if necessary, he can read all night without boredom. Good fiction that has been read before, in which the denouement is already known, is one of the best forms of literature for the night. But forms of literature that one should read for the sake of reading. To get out to "read one's self to sleep" is fatal. Sleep comes when it is not wooed, and with a good book, and the body at rest in bed, one may safely bid sleep keep away. If the book is interesting enough to occupy the mind, you are getting three-quarters of the advantages of sleep, and if you satisfy yourself you can do without sleep and still enjoy your night's rest and reading, sooner or later sleep will visit you, an uninvited but welcome guest.

It is a mistake for the sleepless to suppose that a dose in the daytime will render the chance of a night's sleep. Whatever rests the mind will help. Do not seek sleep, but never reject it. People who cannot rest by reading in bed should study the form in which sleep comes to them, when it does come. It is quite possible to do this in that curious state when the "subconscious self" of modern psychological jargon appears to be rising up to take the throne vacated by the conscious self. With many people that moment is associated with definite sensations, often subjective visual sensations: a patch of light that forms before the eyes and contracts to a vanishing point, immediately to be succeeded by another that follows the same course until consciousness is lost and sleep is supreme. Or it may be facts that come and change their expressions rapidly and without the control of our will. (Continued at foot of next column.)

**NOTICE TO CONSIGNEES**

The Steamship "PERSIA"

From TRIESTE, VENICE, COLOMBO  
PENANG and SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before 25th Oct. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st Oct., will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 10th Nov., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st Oct., at 10 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by **DODWELL & CO., LTD.** Agents.

Hongkong, October 26th, 1921. [1652]

**VEREENIGDE NEDERLANDSCHE  
SCHEEPVAART-MAATSCHAPPIJ**

(UNITED NETHERLANDS NAVIGATION CO.)

**HOLLAND-OOST AZIE LIJN**

(HOLLAND-EAST ASIA LINE).

**NOTICE TO CONSIGNEES.**

From AMSTERDAM, HAMBURG,  
GENOA and LISBON.

THE Steamship "TOSARI"

having arrived from the above ports. Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 3rd Nov., 1921, will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 2nd Nov., 1921, at 10 A.M., by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of the steamer, otherwise they will not be recognized. No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by **JAVA-CHINA JAPAN LIJN**, General Agents.

Hongkong, October 27th, 1921. [1672]

**MITSUBISHI SHOJI  
KAISHA LTD.**

(MITSUBISHI TRADING CO., LTD.)

COAL GENERAL IMPORTS  
AND EXPORTS.

Sole Proprietor of Coal Mines at  
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YOSHINOTANI, HOYO, NAKAZUTSU, SATO,  
SHINJIN, KANADA, KANITAKADA,  
BIBAI & OTSUBARI.  
Agents for SAKIT Coal.

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Branches & Representatives:—NAGASAKI,  
KOBAYASHI, WAKAMATSU, MOE, KAWA,  
KOBE, OSAKA, TATEYAMA, NAGATA, YOKO-  
HAMA, TOKYO, HAKODATE, MURORA,  
UTABU, YAMAGUCHI, KANAGAWA, TOKYO,  
DAIRIN, TINGTIAO, HANKOW, SHANGHAI,  
HONGKONG, CANTON, MANILA, SINGAPORE,  
SOERABAYA, LONDON, PARIS, NEW YORK  
& SEATTLE.

Cable Address:—IWAKISAL.

Codes:—A1, A.B.C. 5th Ed., Western  
Union and B.N.Y.S.

Agency for:—The Mitsubishi Marine and  
Fire Insurance Co.  
The Osaka Marine and  
Fire Insurance Co.

For particulars apply to:  
**KOMURA, Manager**  
14 Fender Street, Hongkong.

**A. G. DA ROCHA.**

AUCTIONEER, SURVEYOR AND  
GENERAL BROKER.

No. 2A, D'Aguilar Street, Telephone No.

**WEEKLY AUCTIONS.**  
**TUESDAYS:—**

MISCELLANEOUS GOODS.

**THURSDAYS:—**

VALUABLE  
HOUSEHOLD FURNITURE.

**SATURDAYS:—**

EXCELLENT  
HOUSEHOLD FURNITURE.

When sleep does come to you, note what forms its harbinger assumes. You can remember it without awaking, and often it is possible, as it were, to conjure it up by an effort of will, and so to summon sleep.

Another method is to remember a dream, to think out the details of it, to get back into it. I have a dream of mysterious, black waters, bordered by dark foliage, through which there is no path. I have a boat on the inky waters, and somewhere there is a patch of bright sunlight and a spot of colour running into the darkness, with Arabs and slow-moving camels on it. I have never landed on that promontory, but I know that if it comes in sight, if my boat approaches it—I shall sleep. So may it be with any sleepless readers.—*Manchester Guardian.*

**INDO-CHINA  
STEAM NAVIGATION COMPANY, LIMITED.**

SAILINGS, SUBJECT TO ALTERATION

HAIPHONG via HOIHOW ... "LOKSANG" ... Tues., 1st Nov., 9 a.m.  
BANGKOK via SWATOW ... "LEESANG" ... Wed., 2nd Nov., D'light.  
SANDAKAN ... "HINSANG" ... Thurs., 3rd Nov., Noon.  
STRAITS & CALCUTTA ... "FOOKSANG" ... Thurs., 3rd Nov., 3 p.m.  
SHANGHAI via SWATOW ... "CHOYSANG" ... Thurs., 3rd Nov., D'light.  
SANGKOK ... "FOOSHIANG" ... Thurs., 4th Nov., D'light.  
SHANGHAI & TSINGTAU via SWATOW ... "YUENSANG" ... Fri., 4th Nov., Noon.  
MANILA ... "YUENSANG" ... Fri., 4th Nov., 3 p.m.  
KOBE via SHANGHAI & MOJI ... "KUMSANG" ... Wed., 9th Nov., D'light.

**CALCUTTA LINE:—**This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta, steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

**SHANGHAI LINE:—**Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

**MANILA LINE:—**A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

**HAIPHONG LINE:—**Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

**BORNEO LINE:—**Fortnightly sailings to and from Sandakan by two 5,000 tons steamers s.s. "HINSANG" and s.s. "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

**TIENTSIN LINE:—**A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chetoo.

**BANGKOK LINE:—**A weekly service is provided between Hongkong and Bangkok via Swatow, by four steamers fitted with up-to-date passenger accommodation.

**CALCUTTA LINE**

s.s. "FOOKSANG" will be despatched on or about  
Thursday, 3rd Nov., at 3 p.m., for SINGAPORE, PENANG  
& CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWET,  
TENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to:-

**Jardine, Matheson & Co. Ltd.**

GENERAL MANAGERS

Telephone No. 215.

**GLEN AND SHIRE**

Joint Service of Steamers.

**U.K.-STRAITS. CHINA & JAPAN SERVICE.**

OUTWARDS.

Vessel Due Hongkong

M.V. "GLENGYLE" ... 10th Nov.

HOMEWARDS.

Vessel Leaves Hongkong Discharges

S.S. "CARNARVONSHIRE" 7th Nov. LONDON, ROTTERDAM & HAMBURG.  
S.S. "GLENNIFFER" 23rd Nov. GENOA, LONDON, ROTTERDAM & HAMBURG.

Movements are subject to change without notice.

For freight or further particulars please apply to:-

**Jardine, Matheson & Co. Ltd.**

**The Glen Line, Ltd., AGENTS.**

Telephone No. 215 sub-ex. 23 and 3936.

Cable Address:  
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Bentley's A.B.C. 5th Ed.  
and Scott's Codes.  
Telephone: Sansamby  
2844, 2823.

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(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP . . . . Y20,000,000

President: Mr. Y. KAWASAKI.  
Vice-President: Mr. K. MATSUOKA.  
Managing Director: Mr. MAMAYA ABE.

The Company has on hand a Large Number of

**NEW CARGO STEAMERS**

ALWAYS READY FOR  
CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—  
Eleven steamers of 9,100 tons each deadweight.

And under the Company's Management:—  
Twenty steamers of about 9,100 tons deadweight each.

Two steamers of about 6,400 tons deadweight each.  
(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

**KAWASAKI KISEN KAISHA.**

No. 8, Road, Kobe.



## SHIPPING NEWS

## ARRIVALS.

October 29th.  
*Zake Fichtling*, American str., 1,388 tons, Capt. J. H. Benson, from Penang and Hoehow, with a general cargo.—P.M. S.S. Co.  
*Protecland*, British str., 6,118 tons, Capt. C. G. Carvon, from Manila, with a general cargo.—B. & S.  
 October 30th.  
*Connet*, American str., 3,742 tons, Capt. Geo. N. Harrison, from Portland, with a general cargo.—Admiral Line.  
*Daito Maru*, Japanese str., 1,222 tons, Capt. I. Misawa, from Saigon, rice.—Suzuki & Co.  
*Huichang*, British str., 1,250 tons, Capt. W. C. Passmore, from Foochow and Canton, with a general cargo.—J.M. & Co.  
*H.L. & Co.*  
*Huichang*, British str., 1,220 tons, Capt. John De Wolfe, from Canton, with a general cargo.—B. & S.  
*Huichang*, British str., 561 tons, Capt. W. J. Collom, R.N.R., from Swatow, with a general cargo.—Chiu On S.S. Co.  
*Kaiping*, French str., 177 tons, Capt. F. Davis, from Haiphong and Pakhoi, with a general cargo.—Seng Kee.  
*Tosung*, British str., 972 tons, Capt. W. J. Hooker, from Bangkok and Hoehow, with rice and teak wood.—J.M. & Co.  
*Zinn*, British str., 1,256 tons, Capt. E. D. Blackburn, from Singapore, with a general cargo.—B. & S.  
*Menar*, British str., 1,732 tons, Capt. J. H. D. Hazland, from Liverpool and Singapore, with a general cargo.—B. & S.  
*Yuen*, Japanese str., 1,761 tons, Capt. I. Idaka, from Karatsu, with coal.—M.B.K. Co.  
*Thun*, Siam str., 1,267 tons, Capt. Ratakul, from Bangkok, with a general cargo.—Kwang Nguan Seng.  
*Tuile*, Chinese str., 214 tons, Capt. Chan Chou, from Fort Bayard, with a general cargo.—Hung Shun.  
*Shun*, British str., 1,228 tons, Capt. R. Ashley, from Canton, with a general cargo.—B. & S.  
*Tuile*, Chinese str., 1,044 tons, Capt. Z. Masaki, from Chefoo, with a general cargo.—Yue Tai Hong.  
*Taming*, British str., 1,356 tons, Capt. J. D. Gault, from Manila, with a general cargo and sugar.—B. & S.  
*Fahling*, Chinese str., 234 tons, Capt. Chung Hui Fong, from K. C. Wan and Macao, with a general cargo.—Wing Hing.  
 October 30th.  
*Apus*, American str., 3,816 tons, Capt. W. Toruoth, from San Francisco and Shanghai, with a general cargo.—Struthers and Dixon.  
*Cardiff*, French str., 3,024 tons, Capt. Sanguy, from Shanghai, with a general cargo.—M.M.  
*Fooking*, British str., 1,423 tons, Capt. C. A. Robertson, from Bangkok and Swatow, with a general cargo.—J.M. & Co.  
*Hank Kiu*, Chinese str., 1,113 tons, Capt. T. Weibust, from Port Paravul, with a general cargo.—Guo, Grimbly & Co.  
*Kingon*, Chinese str., 475 tons, Capt. Chow Man Tai, from Hoehow, with a general cargo.—Now Sang Tong.  
*Seigo Maru*, Japanese str., 4,770 tons, Capt. K. Ohno, from Valparaiso, with a general cargo.—T.K.K.

*Sinkiang*, British str., 1,816 tons, Capt. C. W. Puckett, from Shanghai, with a general cargo.—B. & S.

## CLEARANCES.

October 29th.  
*Chienkuo*, for Swatow.  
*Chienkuo*, for Yokohama.  
*Huichow*, for Weihaiwei.  
*Jacar*, for Singapore.  
*Kaifong*, for Hoehow.  
*Huichang Maru*, for Hongkong.  
*Kaga Maru*, for Shanghai.  
*Linn*, for Swatow.  
*Majaristan*, for Saigon.  
*Mahon*, for Swatow.  
*Monteagle*, for Shanghai.  
*Ville*, for Shanghai.  
*Phu Samud*, for Swatow.  
*Shen*, for Shanghai.  
*Shungo Maru*, for Moji.  
*Taishin Maru*, for Canton.  
*Taiyo Maru*, for Keelung.  
*Tsiling*, for Billiton.  
*West Calera*, for Shanghai.

## PASSENGERS.

## DEPARTURES.

Per s.s. *Monteagle*:—Mr. F. Birkett, Mr. T. B. Culhane, Mr. A. W. Giles, Mr. S. Humphreys, Mr. W. R. Lynch, Mr. and Mrs. E. G. Masters, Mr. J. Nicholas, Mr. A. W. Strachan, Mr. S. S. Samoru-koff, Mrs. C. E. Weiss, Mr. H. P. White, and Mr. T. W. G. Wallace.  
 Per s.s. *Nanking*:—on October 29th:—Mr. N. E. Easton, Mr. Grenier, Mr. Debourgo, Dr. E. H. Edwards, Mr. and Mrs. Jensen, Mr. and Mrs. Ewart, Mr. D. W. Ferguson, Mr. Villiers, Mr. E. G. Solter, Mr. Lewis, Mr. and Mrs. van Slayton, Mrs. Nystrom, Miss V. Nystrom, Miss E. Thoron, Mrs. T. McDonnes, Miss Barry, Mr. V. H. Elphick, Mr. A. Hoogendijk, Mrs. D. Ferguson, Miss Christie, Mr. and Mrs. Brittain, Capt. T. M. Meyrick, Mr. A. H. Abel, Mr. C. Scott, Capt. H. Simpson, Mr. W. Hara, Mr. Surplie, Mr. Thorne, Rev. C. C. Morris, Lieut. D. P. Hannam, Mr. J. A. Ker, Mrs. H. J. Hardy, Mr. and Mrs. T. Henbury, Miss Faithful Davies, Miss Moreton, Miss Cook, Mr. S. Stamp, Miss Leonti, Mrs. T. J. Rasmussen, Miss E. M. Todman, Miss Van Poppel, Mr. and Mrs. W. E. Tyler, Mr. McGeod, Mr. A. F. Bird, Mr. H. Fitzgerge, Mr. A. Pirie, and Rev. S. E. Meach.

## SHIPPING MOVEMENTS.

The R.M.S. *Empress of Asia* arrived at Shanghai on October 28th, at 10.30 p.m., left there on October 29th, at 6 p.m., and is due at Manila on November 1st, at 6 a.m.  
 The N.Y.K. s.s. *Tango Maru* (Austral line) left Sydney for Hongkong via ports on October 28th, and is expected here on November 17th.  
 The N.Y.K. s.s. *Wakasa Maru* (Bombay line) left Kobe for this port via Moji on October 27th, and is expected here on November 2nd.  
 The N.Y.K. s.s. *Fushimi Maru* (American line) left Kobe for this port via Nagasaki and Shanghai on October 28th, and is expected here on November 5th.  
 Latest Blue Funnel Shipping movements include: *Ningchow* left Port Said, homewards, October 20th; *Bellerophon* passed through Suez Canal outwards, October 21st; *Nelous* arrived London, October 24th.

## PACIFIC MAIL S.S. CO.

MANAGING AGENTS, U.S. SHIPPING BOARD.

## TRANS-PACIFIC SERVICE

Freight and Passenger.  
 SAN FRANCISCO VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU  
 AMERICAN STEAMERS  
 To SAN FRANCISCO VIA SHANGHAI, KOBE ETC.

LEAVE HONGKONG ARRIVE SAN FRANCISCO  
 S.S. "HOOSIER STATE" ... Nov. 16th Noon ... Dec. 8th  
 S.S. "EMPIRE STATE" ... Dec. 8th Noon ... Dec. 28th  
 S.S. "GOLDEN STATE" ... Dec. 14th Noon ... Jan. 5th 1932

## FOR SINGAPORE AND SOERABAYA

And return via SHANGHAI, KOBE ETC.

S.S. "EMPIRE STATE" ... sailing Nov. 7th noon, FOR SINGAPORE AND PENANG.

## SHANGHAI-CALCUTTA SERVICE

Freight Only

## MANILA-EAST-INDIA SERVICE

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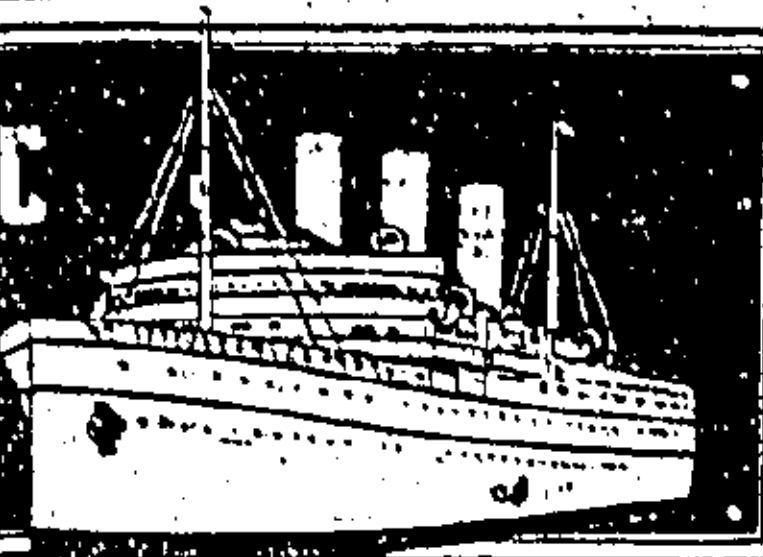
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HONGKONG.

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## Hongkong to England

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Pacific Steamer	From Hongkong	Due Vancouver
Monteagle	Oct. 30	Nov. 23
Empress of Asia	Nov. 10	Nov. 23
Empress of Japan	Nov. 23	Dec. 14
Empress of Russia	Dec. 8	Dec. 26
Empress of Asia	Jan. 5	Jan. 23
Monteagle	Jan. 17	Feb. 11
Empress of Japan	Feb. 8	Mar. 1
Empress of Russia	Feb. 23	Mar. 13

Connecting Atlantic Sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp, Havre, Naples & Danzig.  
 Allotment of Cabins on Atlantic steamers held here and through tickets issued.  
 Early reservation necessary.

Three Transcontinental Trains Daily.  
 Standard Sleeping Cars, Compartments & Drawing Rooms.

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## CANADIAN PACIFIC STEAMSHIPS LIMITED.

Hongkong Office. Telephone 752. Cable Address GACANPAC.

1931



## AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

## HONGKONG to SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

s.s. "CHINA" ... s.s. "NANKING"  
 Nov. 6th ... Dec. 12th

## HONGKONG to SINGAPORE

s.s. "NANKING"

Nov. 23rd.

## FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States &amp; Canada

also

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

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 TELEPHONE, PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.  
 No. 1934. No. 2161.

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China Mail S.S. Co., Ltd.  
 INCORPORATED IN U.S.A.  
 AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

BETWEEN SHANGHAI, HONGKONG, SINGAPORE,

BATAVIA, AND SOERABAYA.

## S.S. "NILE"

HONGKONG TO SINGAPORE & JAVA. HONGKONG TO SHANGHAI  
 November 14th. December 10th.

## FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States &amp; Canada

also

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

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 Telephone Passenger Dept. Tel. Freight Dept. & Agent.  
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REGULAR FREIGHT & PASSENGER SERVICE  
 BETWEEN

JAPAN, HONGKONG &amp; JAVA.

For BATAVIA, SAMARANG, SOERABAYA, MACASSAR  
 and BALIKPAPAN.

S.S. "SAMARANG MARU" sailing on or about 7th Nov.

For MOJI, KOBE, OSAKA and YOKOHAMA.

S.S. "BORNEO MARU" sailing on or about 2nd Nov.

For further particulars please apply to—

K. SUZUKI, Manager,  
 1st Floor, Prince Building,  
 No. 3, Des Voeux Road Central.  
 Tel. No. 2166.

## T. K. K. TOYO KISEN KAISHA

## HONGKONG TO SAN FRANCISCO

VIA KEELUNG, SHANGHAI, THE INI AND SEA, JAPAN &amp; HONOLULU.

STEAMERS	TONS	LEAVE HONGKONG
SIBERIA MARU	20,000	Nov. 15th
TENYO MARU	22,000	Nov. 27th
SEIYO MARU	22,000	Dec. 18th
PERSIA MARU	8,000	Jan. 4th

\* Calling at Dairen and omitting call at Keelung and Shanghai.  
 \* Calling at Dairen and omitting call at Keelung.

## SOUTH AMERICAN LINE

## HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.  
 THROUGH BY TRANS-ANDREAS ROYER TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
SEIYO MARU	—	Nov. 9th
RAKUYO MARU	—	Dec. 13th

For full information regarding passengers freight and sailings, apply to—

Y. TSUTSUMI, MAN. GEN.

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## STRUTHERS &amp; DIXON, Inc.

Operating Far Eastern services for account of the

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## To LOS ANGELES &amp; SAN FRANCISCO

\* "West Carmona" ... 20th Nov.

## To SEATTLE &amp; VANCOUVER

\* "West Orowa" ... 28th Nov.

\* Also cargo accepted for Transshipment at San Francisco and/or Seattle for weekly sailings to:  
 NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE,  
 PHILADELPHIA, NEW YORK & BOSTON.

Through Bills of Lading issued to all U.S. & Canadian Overland Common Points.  
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 1451

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REGULAR TRANS-PACIFIC FREIGHT SERVICE

Operating U.S. Shipping Board Steamers

Between

## SEATTLE-TACOMA-VICTORIA-VANCOUVER

and China, Japan and Philippine Island Ports.

\* WEST JAPPA" ... sailing about 5th Nov.  
 \* WEST IVAN" ... sailing about 25th Nov.

Further sailings to be announced later. Through Bills of Lading issued to all Overland Common points in U.S. and Canada.  
 For rates and full particulars apply to—

FRANK WATERHOUSE &amp; COMPANY,

4th Floor, Prince's Buildings Telephone 1062.

## JAVA-CHINA-JAPAN LIJN.

REGULAR FORTNIGHTLY SERVICE BETWEEN  
 JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJILATHAP	JAVA	1st Nov.	—	—
TJILEBOET	JAPAN	5th Nov.	8th Nov.	JAVA

\* Wireless Telegraphy.  
 The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.  
 For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LIJN.

York Building, First Floor

Telephone No. 1674.



## VEREENIGDE NEDERLANDSCHE SCHEEPVAARTMAATSCHAPPIJ

(United Netherlands Navigation Company)

## HOLLAND-OOST AZIE LIJN

(Holland-East Asia Line)

(Members of the Straits, China and Japan Conferences).

Regular monthly service between

JAPAN PORTS, SHANGHAI, HONGKONG AND

MANILA

AND

AMSTERDAM, ROTTERDAM, HAMBURG

AND BREMEN

Sailings, subject to alterations.

For ... Sailing on or about  
 "ROBBE" ... AMSTERDAM, ROTTERDAM & HAMBURG ... 17th Nov.  
 "TOSARI" ... AMSTERDAM, ROTTERDAM & HAMBURG ... 10th Dec.  
 "OLDEKERK" ... ROTTERDAM, AMSTERDAM & HAMBURG ... 10th Jan.  
 "RADJA" ... AMSTERDAM, ROTTERDAM & HAMBURG ... 10th Feb.

For full particulars please apply to—

JAVA-CHINA-JAPAN LIJN

General Agents, York Building

Tel. 1674



**AMERICAN & ORIENTAL LINE**

NEW YORK via Suez

Subject to change without notice.

**ORIENTAL AFRICAN LINE.  
INDIAN AFRICAN LINE.**

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH &amp; CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

**THE BANK LINE, LTD.,**  
Managing Agents.**ELLERMAN LINE****ELLERMAN & BUCKNALL S.S. CO., LTD.****FREIGHT & PASSENGER SERVICE  
FOR EAST UNITED KINGDOM & CONTINENT.**S.S. "CITY OF DELHI" ... 15th Nov. London, Rotterdam, Hamburg & Glasgow  
S.S. "CITY OF SIMLA" ... 30th Nov. London, Rotterdam & Hamburg**HOMEWARD PASSENGER SERVICE**S.S. "CITY OF MANCHESTER" 30th Feb London  
S.S. "CITY OF SIMLA" ... Middle March London  
Subject to change without notice.

For particulars of freight and passage rates apply to—

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General Agents.**NEW YORK DIRECT**

Joint Service of the

**"BLUE FUNNEL" LINE**

OCEAN S.S. CO., LTD., and CHINA MUTUAL S.S. CO., LTD.

AND

**AMERICAN & MANCHURIAN LINE****ELLERMAN & BUCKNALL S.S. CO., LTD.**

Sailings from Hongkong.

S.S. "CITY OF ADELAIDE" ... via Suez Canal ... 1st Nov.  
S.S. "TYDEUS" ... via Suez Canal ... 18th Nov.  
S.S. "KANSAS" ... via Suez Canal ... 26th Nov.  
S.S. "KATUNA" ... via Suez Canal ... 10th Dec.

\* Calls at Boston if sufficient inducement offers.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.  
Subject to change without notice.

For freight and particulars apply to—

**BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.**  
HONGKONG AND CANTON. **REISS & CO., CANTON.****MESSAGERIES MARITIMES.****FRENCH MAIL LINES.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI	"COMMANDANT DORISE" (cargo-boat)	On or about 1st Nov.
SHANGHAI, KURE & YOKOHAMA	"AMAZONE" ... 11,000	On or about 11th Nov.
MARSEILLES via HAI-PHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DIBOUTI, SUZ, & PORT SAID	"ANDRE LEBON" ... 22,000	On or about 6th Nov.

\* Omis Haiphong and Penang.

For full particulars regarding sailings, etc. apply to—

Telephone 740

**R. BODENFUEHR,**  
Acting Agent,  
Queen's Building.**DOUGLAS STEAMSHIP CO., LTD.****HONGKONG AND SOUTH CHINA COAST PORT SERVICE.**

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms and Saloons, and Excellent Cuisine.

FOR

**SWATOW, AMOY & FOOCHOW**

AND RETURN

(Occurring 9 or 10 Days).

S.S. "BAICHONG" ... Capt. W. C. Pasmore ... TUESDAY, Nov. 1st, at 5 P.M.  
S.S. "BAICHING" ... Capt. E. Walker ... FRIDAY, Nov. 4th, at 5 P.M.

\* Calling at Swatow for Passengers only.

Arrivals and Departures from the Company's Wharf (near Bate Pier)

For Freight and Passage, apply to—

**DOUGLAS LAPRAIK & CO.,**  
General Managers.**P. & O. - British India****Apcar and  
Eastern & Australian  
Lines**

(COMPANIES Incorporated in ENGLAND)

**MAIL AND PASSENGER SERVICES**

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST &amp; SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND &amp; QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

**PENINSULAR & ORIENTAL SAILINGS (South)**

S.S.	Tons	From Hongkong (about)	Destination
"KARNATA"	9,000	13th Nov.	Marseilles, London & Antwerp
"NYANZA"	7,000	26th Nov.	Marseilles, London & Antwerp
"LAHORE"	5,200	29th Nov.	Singapore, Ceylon & Bombay
"SOMALI"	6,700	10th Dec.	Marseilles, London & Antwerp
"DINERA"	5,200	20th Dec.	Singapore, Ceylon & Bombay
"NELLORE"	7,000	24th Dec.	Marseilles, London & Antwerp

**BRITISH INDIA - APCAR SAILINGS (South)**

"TORILLA"	4,200	2nd Nov.	Calcutta via Straits
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**EASTERN & AUSTRALIAN SAILINGS (South)**

"ST. ALBANS"	4,500	14th Nov.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"EASTERN"	4,000	12th Dec.	

**SAILINGS TO SHANGHAI & JAPAN**

"LAHORE"	5,200	7th Nov.	Shanghai and Kobe.
"SOMALI"	6,700	9th Nov.	Shanghai and Japan.
"ABRATON APCAR"	4,500	9th Nov.	Shanghai and Yokohama.

**SPECIAL STEAMER.**

The P. &amp; O. s.s. "EGYPT" is expected to leave Hongkong on or about the 18th January, 1922, taking passengers and cargo for MARSEILLES and LONDON calling at Bombay.

All dates are approximate, and subject to alteration without notice.

**WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.**

1st Saloon Passengers may travel by B.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. &amp; O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.  
Parcels Measuring not more than 2 1/2 ft x 2 ft x 1 ft will be received at the Company's Office up to Noon on the day previous to sailing.For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—  
**MACKINNON, MACKENZIE & CO.,**  
22, Des Voeux Road Central, HONGKONG. Agents.**O. S. K.  
OSAKA SHOSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM &amp; HAMBURG—Monthly direct service via Singapore and Port Said.

"AMAZON MARU" ... Wednesday, 9th Nov.

BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN &amp; CAPE TOWN via SINGAPORE, PASSENGER SERVICE.

"MEXICO MARU" ... Sunday, 13th Nov.

BOMBAY &amp; COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE.

"MALAY MARU" ... Friday, 4th Nov.

"SAIGON MARU" ... Tuesday, 8th Nov.

DELI &amp; BANGKOK via SAIGON &amp; SINGAPORE—Regular Monthly PASSENGER SERVICE.

"BUSHO MARU" ... Thursday, 2nd Nov.

SYDNEY &amp; MELBOURNE—Monthly service (taking cargo to New Zealand via Pacific Islands).

VICTORIA, VANCOUVER, SEATTLE &amp; TACOMA—Via Shanghai and Dairen—Regular fortnightly PASSENGER service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S.A. in connection with Chicago Milwaukee and St. Paul Railway.

"MANILA MARU" ... Friday, 4th Nov.

"AFRICA MARU" ... Wednesday, 22nd Nov.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

"SHUNKO MARU" ... Monday, 14th Nov.

NEW ORLEANS LINE via GUERZ.

JAPAN PORTS—Kobe &amp; Yokohama via Shanghai.

"ARGON MARU" ... Monday, 28th Nov.

KEELUNG via SWATOW &amp; AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

"IYO MARU" ... Wednesday, 2nd Nov.

TAKAO via SWATOW &amp; AMOY.

"SOBU MARU" ... Thursday, 17th Oct.

For sailing dates and further particulars please apply to—  
**Y. YASUDA, Manager,**  
No. 1, Queen's Building. (30)

Tel. Nos. 144 &amp; 748

**AUSTRALIAN ORIENTAL LINE.**

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer Arr. Hongkong from Australia Lv. Hongkong for Australia

Huller's Steamship Co. Ltd.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports. For full particulars apply to—  
**BUTTERFIELD & SWIRE, Agents.****C. N. C.  
CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To	Sa.
SWATOW & BANGKOK	"KWNGACHOW"	On 1st Nov.	10 a.m.
SWATOW & SHANGHAI	"SUZYANG"	On 1st Nov.	Noon
SWATOW & SINGAPORE	"LIANGCHOW"	On 2nd Nov.	10 a.m.
SHANGHAI	"SINKIANG"	On 3rd Nov.	Noon
"AVILA, CEBU & ILOILO"	"TAMING"	On 3rd Nov.	4 p.m.
SHANGHAI & TSINGTAO	"CHENAN"	On 5th Nov.	4 p.m.
CHIEFO & NEWCHWANG	"HANYANG"	On 5th Nov.	4 p.m.

S.S. SHANGHAI LINE—PASSENGER, MAILS and CARGO. Excellent Saloon accommodation. Quickest Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai three weekly and Tientsin (weekly), taking Cargo on—through bills of Lading to all English and Northern China Ports. Passengers are landed in Shanghai avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

**BUTTERFIELD & SWIRE,**  
Agents.

Telephone 38.



Operating the following S.S. shipping Board Steamers

**(PASSENGER AND FREIGHT SERVICE)**FOR VICTORIA VANCOUVER, SEATTLE  
From Hongkong. Arrive Seattle**FREIGHT & PASSENGER SERVICE.**

WENATCHEE ... To MANILA ... Nov. 8th

"WENATCHEE" ... called ... Nov. 19th arrived Dec. 9th

S.S. "COAXET" ... For PORTLAND DIRECT Oct. 28th

**FOR PORTLAND DIRECT**

S.S. "MONTAGUE" ... (Calling at Manila, Shanghai, Kobe &amp; Yokohama) ... Nov. 11th

S.S. "ABERCOSS" ... Dec. 17th

Through bills of Lading issued to Overland Oceanic points.

Passenger and Freight Particulars.

**THE ADMIRAL LINE**

Telephones 2477 &amp; 2478.

5th Floor, Union Building. (7)

**THE ADMIRAL LINE**

PACIFIC STEAMSHIP CO.

**REGULAR SERVICE**

TO

**SAIGON—SINGAPORE—BATAVIA**  
and other JAVA PORTS.

S.S. "LAKE FARRAR" ... Sailing Nov. 1st.

**PASSENGERS & FREIGHT.****FOR SINGAPORE DIRECT.**

S.S. "GLYMONT" ... Sailing Nov. 15th

OPERATED FOR ACCOUNT OF U.S.S. BOARD.

**OFFICES**5th Floor, Union Building,  
Telephone 2477 & 2478.PASSENGER OFFICE,  
QUEEN'S BUILDING, 2, ICE HOUSE ST.**SERVICE to UNITED STATES**

For NEW YORK and/or BOSTON via Panama

S.S. "WEST IVIS" (via Panama) ... Second half of Nov.

For freight space and particulars apply to—

**BARBER STEAMSHIP  
LINES, INC.****THE ADMIRAL LINE**

Telephones

1477 &amp; 1478.

AGENTS.

5th Floor,

Union Building.

(17)

**PRINCE LINE FAR EAST SERVICE**

Regular sailings to Boston and/or New York by fast freight steamers

For BOSTON

and/or

NEW YORK

S.S. "MOORISH PRINCE" (via Suez) Dec.

For Freight and Passage, apply to—

**FURNES (FAR EAST) LIMITED**

Telephone 816.

Telegrams "Farprince."

(Incorporated in Great Britain)

St. George's Building

(16)



